



# The London Gazette.

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FRIDAY, NOVEMBER 25, 1864.

AT the Council Chamber, Whitehall, the 25th day of November, 1864.

HER Majesty having been pleased to appoint the Right Honourable Edward, Lord Belper, to be Her Majesty's Lieutenant of the county of Nottingham, his Lordship this day took and subscribed the oath appointed to be taken thereupon instead of the oaths of allegiance, supremacy, and abjuration.

*Foreign Office, November 23, 1864.*

The Queen has been graciously pleased to appoint Robert Thomas Charles Middleton, Esq., now a Second Secretary in Her Majesty's Diplomatic Service, employed in Her Majesty's Legation at Lisbon, to be Secretary to Her Majesty's Legation at Mexico.

*Whitehall, November 18, 1864.*

The Queen has been pleased to grant unto the Most Noble Harry George Vane, Duke of Cleveland, third and youngest but only surviving son and heir of William Harry Vane, First Duke of Cleveland, Knight of the Most Noble Order of the Garter, by Katherine Margareta, his first wife, daughter and coheir of Harry Powlett, Duke of Bolton, by Katherine his wife, who was sister of James Lowther, Earl of Lonsdale, all deceased, Her Royal license and authority that His Grace and his issue may, in compliance with an injunction contained in the last will and testament of his said maternal grandmother, the Most Noble Katherine, Duchess of Bolton, take and use the surname of Powlett only, and also bear and use the entire coat of arms of the family of Powlett; such arms being first duly exemplified according to the laws of arms, and recorded in the College of Arms, otherwise the said Royal licence and permission to be void and of none effect:

And to command that the said Royal concession and declaration be registered in Her Majesty's said College of Arms.

*Admiralty, 22nd November, 1864.*

Mr. Clement Hirtzel has this day been promoted to the rank of Master in Her Majesty's Fleet.

*Admiralty, 23rd November, 1864.*

Mr. Edward Hocken and Mr. Henry Rider have been this day promoted to the rank of First Class Assistant Engineers in Her Majesty's Fleet, with seniority of 1st November, 1864.

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

*East and North York Artillery Militia.*

Yarburgh George Lloyd, Esq., to be Captain. Dated 31st July, 1864.

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

*3rd Cambridgeshire Rifle Volunteer Corps.*

James Grant Stephen to be Captain, vice Henslowe, resigned. Dated 22nd November, 1864.

William Winter to be Captain, vice Chapman, resigned. Dated 21st November, 1864.

John Neal to be Lieutenant, vice Bazeley, resigned. Dated 22nd November, 1864.

Marcus Bourne Huish to be Lieutenant, vice Patrick, resigned. Dated 21st November, 1864.

John Henzell Pidcock to be Ensign, vice Martin, resigned. Dated 21st November, 1864.

*Commission signed by the Lord Lieutenant of the County of Renfrew.*

*4th Renfrewshire Rifle Volunteer Corps.*

Alexander Scott, Gent., to be Ensign, vice Reid, resigned. Dated 18th November, 1864.

*Commission signed by the Lord Lieutenant of the County of Monmouth.*

*Royal Monmouthshire Militia.*

William James Steward, Esq., to be Supernumerary Lieutenant. Dated 19th November, 1864.

*Commission signed by the Lord Lieutenant of the County of Hereford.*

*3rd Herefordshire Rifle Volunteer Corps.*

The Reverend Frederick Wood to be Honorary Chaplain, vice the Reverend Edward Witt Culsha, deceased. Dated 16th November, 1864.

*Commission signed by the Lord Lieutenant of the County of Surrey.*

*3rd Administrative Battalion of Surrey Rifle Volunteers.*

The Reverend Robert Trimmer to be Honorary Chaplain. Dated 22nd November, 1864.

*Commission signed by the Lord Lieutenant of the County of Pembroke.*

*1st Administrative Battalion of Pembrokeshire Rifle Volunteers.*

John Harvey, Esq., to be Honorary Quartermaster. Dated 19th November, 1864.

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

*1st Administrative Battalion of Derbyshire Rifle Volunteers.*

Mr. James Lingard to be Honorary Quartermaster. Dated 23rd November, 1864.

*5th Derbyshire Rifle Volunteer Corps.*

Frederick Josias Robinson to be Ensign, vice Allport, promoted. Dated 23rd November, 1864.

George William Fawcett Swarbrick to be Ensign. Dated 23rd November, 1864.

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

*1st Lancashire Artillery Volunteer Corps.*

John William Maxwell Smith, Gent., to be First Lieutenant, vice Kirby, promoted. Dated 9th November, 1864.

*19th Lancashire Artillery Volunteer Corps.*

Second Lieutenant John Openshaw Greenhow to be First Lieutenant, vice Whittaker, promoted. Dated 17th November, 1864.

*65th Lancashire Rifle Volunteer Corps.*

Arthur Evans, Gent., to be Ensign, vice Bartlett, promoted. Dated 9th November, 1864.

*Whitehall, November 17, 1864.*

The Lord Chancellor has appointed John Henry Mackenzie, of No. 77, Gresham House, Old Broad-street, Gentleman, to be a London Commissioner to administer oaths in the High Court of Chancery.

*December 30, 1863.*

The Right Honourable Sir Alexander Edmund Cockburn, Bart., and Sir Charles Crompton, Knt., two of the Justices of Her Majesty's Court of Queen's Bench, at Westminster, have appointed John Henry Mackenzie, of No. 77, Gresham House, Old Broad-street, in the city of London, Gentleman, to be a London Commissioner for administering oaths in Common Law in the said Court.

*February 3, 1864.*

The Right Honourable Sir William Erle, Knt., and Sir John Barnard Byles, Knt., two of the Justices of Her Majesty's Court of Common Pleas, at Westminster, have appointed John Henry Mackenzie, of No. 77, Gresham House, Old Broad-street, in the city of London, Gentleman, to be a London Commissioner for administering oaths in Common Law in the said Court.

*April 2, 1864.*

The Right Honourable Sir Frederick Pollock, Knt., and Sir George Bramwell, Knt., two of the Barons of Her Majesty's Court of Exchequer, at Westminster, have appointed John Henry Mackenzie, of No. 77, Gresham House, Gentleman, to be a London Commissioner for administering oaths in Common Law in the said Court.

*Somerset House, London, November 22, 1864.*

NOTICE.—By Order of the Commissioners of Inland Revenue, the place for the receipt of Corn Returns at Warminster, in Bath Collection, will, in future, be at the Anchor Hotel, in that town.

*William Corbett, Secretary.*

*India Office, November 23, 1864.*

THE Secretary of State for India in Council hereby gives notice,—

That the amount for which Tenders for Bills of Exchange will be received at the Bank of England, on Wednesday, the 7th December, on the terms stated in the Advertisement issued from this Office on the 10th November, 1863, will be Rupees 35,00,000, of which not more than Rupees 12,00,000 will be drawn on the Government of Bombay.

*Dufferin.*

NOTICE is hereby given, that a separate building, named Tabernacle, situate at Portmadoc, in the parish of Ynyseynhaiarn, in the county of Carnarvon, in the district of Festiniog, being a building certified according to law as a place of religious worship, was, on the 27th day of April, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 17th day of November, 1864.

*Samuel Vaughan, Superintendent Registrar.*

NOTICE is hereby given, that a separate building, named Remaliah, situate at Rhyd-ddu, in the parish of Beddgelert, in the county of Carnarvon, in the district of Festiniog, being a building certified according to law as a place of religious worship, was, on the 25th day of May, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 17th day of November, 1864.

*Samuel Vaughan, Superintendent Registrar.*

NOTICE is hereby given, that a separate building, named Drwsycoed Chapel, situate at Drwsycoed, in the parish of Beddgelert, in



the county of Carnarvon, in the district of Festiniog, being a building certified according to law as a place of religious worship, was, on the 25th day of May, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 17th day of November, 1864.

*Samuel Vaughan*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named St. Joseph's Roman Catholic Chapel, situate at Ramsbottom, in the parish of Bury, in the county of Lancaster, in the district of Bury, being a building certified according to law as a place of religious worship, was, on the 29th day of October, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 2nd day of November, 1864.

*Wm. Harper*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Crown-street Meeting Room, situate in Crown-street, in the parish of West Derby, in the county of Lancaster, in the district of West Derby and Toxteth Park, being a building certified according to law as a place of religious worship, was, on the 19th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st day of November, 1864.

*William Cleaver*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named East-street Baptist Chapel, situated at East-street, Newton Abbot, in the parish of Wolborough, in the county of Devon, in the district of Newton Abbot, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 19th day of November, 1864.

*John Alsop*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named the Christian Brethren's Room, situated at the Station-road, Newton Abbot (adjoining the British School Rooms), in the parish of Wolborough, in the county of Devon, in the district of Newton Abbot, being a building certified according to law as a place of religious worship, was, on the 18th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 21st day of November, 1864.

*John Alsop*, Superintendent Registrar.

NOTICE is hereby given, that a separate building, named St. Alban's, situated at John-street, Ancoats, in the parish of Manchester, in the county of Lancaster, in the district of Manchester, being a building certified according to law as a place of religious worship, was, on the 17th day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 23rd day of November, 1864.

*Ner Gardiner*, Superintendent Registrar.

NOTICE is hereby given, that a separate building named the Primitive Methodist Chapel, situated at Gainsbury Road, Scotter, in the parish of Scotter, in the county of Lincoln, in the district of Gainsborough, being a building certified according to law, as a place of religious worship, was on the 22nd day of November, 1864, duly registered for solemnizing marriages therein, pursuant to the Act of 6th and 7th Wm. IV., cap. 85.

Witness my hand this 23rd day of November, 1864.

*Tho. H. Oldmay*, Superintendent Registrar.

#### Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that the petition of George Tomlinson Bousfield, of Loughborough Park, Brixton, in the county of Surrey, praying for letters patent for the invention of "improvements in the manufacture of ornamental chains."—A communication to him from abroad by Lauriston Towne, a person resident at Providence, Rhode Island, United States of America, was deposited and recorded in the Office of the Commissioners on the 17th day of November, 1864, and a complete specification accompanying such petition was at the same time filed in the said office.

#### Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that the petition of William Snell, of 16, Clement's-inn, Strand, in the county of Middlesex, praying for letters patent for the invention of "certain improvements in brick and tile making machinery,"—a communication to him from abroad by Cyrus Chambers, junior, of the city of Philadelphia, in the State of Pennsylvania, United States of America,—was deposited and recorded in the Office of the Commissioners on the 18th day of November, 1864, and a complete specification accompanying such petition was at the same time filed in the said office.

#### Patent Law Amendment Act, 1852.

Office of the Commissioners of Patents for Inventions.

NOTICE is hereby given, that provisional protection has been allowed

2500. To William Gilbert, of Enfield, Middlesex, Gun Finisher, Edwin Cooper, of London, Agent, and George Rowland Webster, of Sheffield, Yorkshire, Chaser, for the invention of "improvements in apparatus for indicating and giving alarm in case of accidental fire, applicable to public buildings, ships, houses, and such like places."

On their petition, recorded in the Office of the Commissioners on the 11th day of October, 1864.

2527. To Michael Henry, of 84, Fleet-street, in the city of London, Patent Agent, for the invention of "improvements in steam machinery for rolling roads or ways, and in other engines, carriages, and apparatus propelled by steam on common roads, ways, and surfaces."—A communication to him from abroad by the Société E. Gellerat et Compagnie, of 33, Boulevard Saint Martin, Paris, France.

On his petition, recorded in the Office of the Commissioners on the 13th day of October, 1864.

2538. To Richard Wright, of No. 5, Barge-yard, Bucklersbury, in the city of London, for the invention of "improvements in preparing saccharine matters."

On his petition, recorded in the Office of the Commissioners on the 14th day of October, 1864.

2586. To Auguste Clavel, Merchant, of 51, Rue de Malte, Paris, in the Empire of France, for the invention of "an improvement in the means of holding or supporting glasses, shades, and reflectors used with lamps and burners."

On his petition, recorded in the Office of the Commissioners on the 19th day of October, 1864.

2595. To Charles Brothers, of Leamington, in the county of Warwick, Plumber, for the invention of "improvements in extinguishing fires."

On his petition, recorded in the Office of the Commissioners on the 20th day of October, 1864.

2607. To Arthur Reynolds, of Bagillt, in the county of Flintshire, Chemist, for the invention of "an improved mode of manufacturing sulphuric acid."

2612. To George Edmund Donisthorpe, of Leeds, in the county of York, for the invention of "improvements in fixing or securing the rail or tramways used when getting coal and other minerals by machinery."

2614. And to George Edmund Donisthorpe, of Leeds, in the county of York, for the invention of "improvements in obtaining grease from wash waters."

On their several petitions, recorded in the Office of the Commissioners on the 21st day of October, 1864.

2642. To George Edmund Donisthorpe, of Leeds, in the county of York, for the invention of "improvements in machinery for combing wool and other fibres."

2644. And to William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for the invention of "improvements in rotary engines or apparatus, applicable also as a pump or blowing apparatus."—A communication to him from abroad by Francis Bernard de Keravenan, Civil Engineer, of 29, Boulevard St. Martin, Paris.

On both their petitions, recorded in the Office of the Commissioners on the 25th day of October, 1864.

2648. To Johann Ernst Friedrich Lüdeke, of 2, Stonefield-street, Islington, N., and Daniel Wilckens, of 25, Union-square, Great Dover-street, Borough, for the invention of "improvements in motive power by capillary attraction."

On their petition, recorded in the Office of the Commissioners on the 26th day of October, 1864.

2663. To William Congalton, of the steamer Robert Lowe, and of Austin Friars, in the city of London, Lieutenant in the Royal Naval Reserve and Master Mariner, for the invention of "improvements in fitting sails to ships and other vessels."

On his petition, recorded in the Office of the Commissioners on the 27th day of October, 1864.

2675. To Alexander Parkes, of Birmingham, in the county of Warwick, for the invention of "improvements in manufacturing compounds of gun cotton, and other vegetable substances similarly prepared, also in the preparation of castor and cotton oils and gum ballata, to be used with or separate from such compounds."

On his petition, recorded in the Office of the

Commissioners on the 28th day of October, 1864.

2718. To Samuel Davies, of Upper Welson, Eardisley, in the county of Hereford, Engineer, for the invention of "improvements in thrashing machines."

2720. To Edward Thomas Hughes, of the firm of Hughes and Son, Patent Agents, 123, Chancery-lane, London, for the invention of "improvements in the manufacture of hats, caps, bonnets, or other coverings for the head."—A communication to him from abroad by Emilien Kuister and Marie Margaron, of Lyons, in the Empire of France.

2722. To Edward Griffith Brewer, of 89, Chancery-lane, in the county of Middlesex, Patent Agent, for the invention of "improvements in inkstands."—A communication to him from abroad by Albert Rittmeyer, of St. Gall, Switzerland.

2724. To Joseph Grindley Rowe, of 5, Queen-square, Westminster, for the invention of "improved safety apparatus, applicable to railway trains."

2726. And to William Bayliss, of the firm of Bayliss, Jones, and Bayliss, of Monmore Green, Wolverhampton, in the county of Stafford, and Gracechurch-street, in the city of London, Iron Fencing Manufacturers, for the invention of "certain improvements in machinery for punching, pressing, and shearing metals."

On their several petitions, recorded in the Office of the Commissioners on the 3rd day of November, 1864.

2728. To Eli James Harrison, of the firm of Grice and Harrison, of Birmingham, in the county of Warwick, Coach Smith, for the invention of "improvements in attaching the inside handles of carriage doors to their spindles, which improvements may also be applied to the attaching of door and other knobs to their spindles."

2729. To James Dodge, of Manchester in the county of Lancaster, Mechanical Engineer, for the invention of "certain improvements in the manufacture of metal 'blanks,' which are to be subsequently employed in the manufacture of files and in apparatus for the same."

2730. To Henry Binnell Harr's and John Philip Thomson, both of Liverpool, in the county of Lancaster, Cigar Manufacturers, for the invention of "certain improvements in cigars."

2731. To Francis Stephen Gilbert, of White-chapel, in the county of Middlesex, Engineer, for the invention of "improvements in tools for screw driving, boring, and drilling."

2732. To Felix Lievin Bauwens, of Walworth, in the county of Surrey, Manufacturer, for the invention of "improvements in cooking food."

2734. To Frederic Yates, of Birmingham, in the county of Warwick, Engineer, for the invention of "improved apparatus for generating combustible gases."

2736. To Alexander John Fraser, of Water-lane, in the city of London, Merchant, for the invention of "improvements in apparatus for stamping or marking vamps, toe caps, and other parts of boots and shoes, which apparatus is also applicable to stamping or marking other articles of leather."

2738. And to Matthew Piers Watt Boulton, of Tew Park, Oxfordshire, Esquire, for the invention of "improvements in obtaining motive power from steam and aeriform fluids and liquids."

On their several petitions, recorded in the Office

of the Commissioners on the 4th day of November, 1864.

2740. To John Sullivan, of 77, Chancery-lane, in the county of Middlesex, Civil Engineer, for the invention of "improvements in the construction of oil lamps, and in glasses to be used in connection therewith."

2742. To James Roger Crompton, of Elton, in the county of Lancaster, Paper Maker, for the invention of "improvements in embossing or indenting tissue or other paper with a pattern in imitation of laid water marks or other designs."

2744. And to Martyn John Roberts, of Pendarren, near Crickhowell, in the county of Brecon, Esquire, for the invention of "improvements in machinery or apparatus for sprinkling liquids over wool, cloth, and other substances."

On their several petitions, recorded in the Office of the Commissioners on the 5th day of November, 1864.

2747. To James Denoon Young, of Duke-street, Adelphi, in the county of Middlesex, Engineer, for the invention of "improvements in the construction of rolled iron railway bars or metals, girders, beams, joists, and angle irons."

2750. To George Duncan, of Liverpool, in the county of Lancaster, Engineer, for the invention of "improvements in printing machines."

2752. To David Cullen, of Bolton, in the county of Lancaster, Engineer, for the invention of "improvements in the manufacture of oakum, which are also applicable to 'teasing' wool, hair, or similar fibrous materials."

2754. To Alexander Steven, of Glasgow, in the county of Lanark, North Britain, Engineer, for the invention of "improvements relating to hydraulic presses."

2756. To Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for the invention of "an improved packing for stuffing boxes."—A communication to him from abroad by Alix Laconfourque and Grand Perrin, of Paris, France.

2758. To John Martin Stanley and Jabez Stanley, of the Midland Works, Sheffield, in the county of York, for the invention of "an improved method of blowing cupolas, blast furnaces, refineries, smith's furnaces, refiners, smith's fires, and other furnaces."

2761. And to Charles Thomas Burgess, of Brentwood, in the county of Essex, for the invention of "improvements in portable centrifugal pumps."

On their several petitions, recorded in the Office of the Commissioners on the 7th day of November, 1864.

2766. To Richard Rimmer, of Crowe Hall, near Ipswich, in the county of Suffolk, for the invention of "improved apparatus for drawing off liquids."

2768. To John Hurt and Henry Tonge, of Sowerby Bridge, near Halifax, in the county of York, Corn Millers, for the invention of "improvements in apparatus for grinding corn."

2771. To William King Hall, of Sheerness, in the county of Kent, Captain in the Royal Navy, Companion of the Bath, for the invention of "an improved method of raising screw propellers."

2774. To James Okey, of Stroud, in the county of Gloucester, Shoe Maker, for the invention of "improvements in boots and shoes."

2776. And to Adolphe Moreau, of Chancery-lane, in the county of Middlesex, for the invention of "improvements in extracting silver from lead."

A communication to him from abroad by Don Francisco, Marques Millan Del Real, of No. 7, Rue Mautree, Bordeaux, in the Empire of France, Engineer.

On their several petitions, recorded in the Office of the Commissioners on the 8th day of November, 1864.

2778. To John Davis Welch and Alfred Phippen Welch, both of 44, Gutter-lane, in the city of London, and of Luton, in the county of Bedford, for the invention of "an improved mode of strengthening and giving a flexible finish to the brims of straw hats."

2782. And to Samuel Cartwright Reed, of Fleet-street, in the city of London, Doctor of Medicine, for the invention of "improvements in the construction of traps for drains, sinks, gulleys, and other places where traps are applied."

On both their petitions, recorded in the Office of the Commissioners on the 9th day of November, 1864.

2787. To Francis Lane, of Wrotham Rectory, Seven Oaks, in the county of Kent, for the invention of "an improved cap or stopper for soda water and other bottles."

2795. To Thomas Latham Boote and Richard Boote, of Burslem, in the county of Stafford, Potters, for the invention of "improvements in the manufacture of pottery and such like wares."

2797. And to Henry Brockett, of Sydenham, in the county of Kent, Gentleman, for the invention of "improvements in the permanent way of railways."

On their several petitions, recorded in the Office of the Commissioners on the 10th day of November, 1864.

2801. To William Lingham Lees, of Aston, near Birmingham, in the county of Warwick, Carpenter and Joiner, for the invention of "a new or improved composition or cement for uniting or joining substances together, and for other purposes."

2805. To John Cockshott, of Preston, in the county of Lancaster, Brush Manufacturer, for the invention of "an improved machine or apparatus for cleaning forks and spoons."

2807. To John Kinniburgh, of the Shotts Iron Works, in the county of Lanark, North Britain, Foundry Manager, for the invention of "improvements in making moulds for casting, and in apparatus therefor."

2809. To Francis Fearon, of Great George-street, Westminster, in the county of Middlesex, Gentleman, for the invention of "improved apparatus for softening and deadening sound."

2813. To Edward Richardson, of Ravensthorpe, Mirfield, in the county of York, Engineer, for the invention of "improvements in means and apparatus for producing or effecting fog signals."

2815. To James Thorne, of Austin Friars, in the city of London, for the invention of "improvements in washing machines."

2817. And to John Keats and William Stephens Clark, both of Street, in the county of Somerset, Boot Manufacturers, for the invention of "improvements in sewing machines."

On their several petitions, recorded in the Office of the Commissioners on the 11th day of November, 1864.

2823. To Charles Shirley Cadman, of Burlington-arcade, in the county of Middlesex, Whip and Umbrella Manufacturer, for the invention of "an improvement applicable to whips, umbrellas, and parasols, and walking sticks and canes."

2825. To Henry William Ripley, of Bradford, in the county of York, Dyer, for the invention of "improvements in preparing wool and hair for the manufacture of yarns and piece goods."

2827. To Charles Esplin, of No. 32, Tyer-street, Lambeth, in the county of Surrey, for the invention of "improvements in apparatus for regulating the supply of gas."

2829. And to Peter Armand le Comte de Fontaine Moreau, of the General Patent Offices, 10, Rue de la Fidélité, Paris, in the Empire of France, and 4, South-street, Finsbury, London, Patent Agent, for the invention of "certain improvements in looms for weaving."—A communication from Monsieur Xavier Fluhr, a person resident at Mulhouse, in the Empire of France.

On their several petitions, recorded in the Office of the Commissioners on the 12th day of November, 1864.

2833. To George Needham, of the firm of W. and G. Needham and Company, of Old Change, in the city of London, Mantle Manufacturers, for the invention of "an improvement in ladies' dresses."

2835. To John Farrar and Joseph Farrar, of Elland, in the county of York, Card Makers, for the invention of "improvements in card covering for carding fibrous substances."

2837. To John Matthias Hart, of Cheapside, in the city of London, Lock Manufacturer, and Robert Purkis, of Cheam, in the county of Surrey, Engineer, for the invention of "improvements in means or apparatus for lubricating railway carriage and other axles and bearings or rubbing surfaces."

2839. And to John Firth, of Sheffield, in the county of York, Steel Manufacturer, for the invention of "improvements in the manufacture of steel and iron."

On their several petitions, recorded in the Office of the Commissioners on the 14th day of November, 1864.

2845. To George Robinson, of Dial Iron Works, Kingswinford, in the county of Stafford, Manufacturer, for the invention of "improvements in moulds for casting pipes, columns, and other articles."

2847. To Gregory Culling Attree, of the firm of Messieurs Lloyd and Attree, of No. 32, Wood-street, Cheapside, in the city of London, Warehousemen and Manufacturers, for the invention of "improved scarfs for the neck."

2849. To Job Mimmack Smith, of the city of Manchester, in the county of Lancaster, Crinoline Skirt Manufacturer, for the invention of "improvements in crinoline skirts."

2851. To Charles Vero, of Atherstone, in the county of Warwick, for the invention of "improvements in the manufacture of hats."

2855. And to Thomas Restell, of The Laurels, Palace-square, Norwood, in the county of Surrey, for the invention of "improvements in breech loading fire arms."

On their several petitions, recorded in the Office of the Commissioners on the 15th day of November, 1864.

2857. To Richard Holiday, of No. 1, Cobden-street, Bromley, Middlesex, Engineer, for the invention of "improvements in the mode of locking or securing the levers used to work railway signals and points."

2859. To Richard Allinson, of Smethwick, in the county of Stafford, Manager of Works, and Henry Lea, of Birmingham, in the county of

Warwick, Civil Engineer, for the invention of "improvements in machinery for grinding and stripping or polishing files and file blanks, which said improvements are also applicable to machinery for grinding, shaping, and polishing other articles."

2861. To Frederick Carr Parker, of Dundee, in the county of Forfar, North Britain, Chemist to Her Majesty the Queen, for the invention of "certain improvements in the preparation of jute and other fibrous substances."

2865. To Henry Grafton, of Brompton-square, in the county of Middlesex, Engineer, for the invention of "improvements in roller and revolving shutters."

2867. And to Henry Grafton, of Brompton-square, in the county of Middlesex, Engineer, for the invention of "improvements in machinery for cutting wood into mouldings, laths, and other forms."

On their several petitions, recorded in the Office of the Commissioners on the 16th day of November, 1864.

#### PATENTS WHICH HAVE BECOME VOID.

A LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £50, before the expiration of the third year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 19th day of November, 1864.

2847. Thomas Butterworth Collingwood, Manager, and Abraham Butterworth, Overlooker, both of Rochdale, in the county of Lancaster, for an invention of "improvements in throstle and doubling frames for spinning and doubling fibrous materials."—Dated 13th November, 1861.

2848. John Hodgkinson, of Bolton, in the county of Lancaster, Cotton Spinner, and Daniel Greenhalgh, of the same place, Manager, for an invention of "improvements in machinery or apparatus for preparing cotton, cotton-waste, or other fibrous materials to be spun."—Dated 13th November, 1861.

2850. William Clark, of 53, Chancery-lane, in the county of Middlesex, Engineer and Patent Agent, for an invention of "the application of electricity in refining cast iron for the purpose of converting it into wrought iron or steel, with or without the addition of other agents."—Communicated to him from abroad by François Alphonse Adéodat Dufournel, of 29, Boulevard St. Martin, Paris, Iron Master.—Dated 13th November, 1861.

2851. Edward Curtis Kemp, of Avon-place, Pershore-road, Birmingham, in the county of Warwick, Agent, for an invention of "improvements in gas lamps, glasses, and other fittings."—Dated 13th November, 1861.

2855. William Henry Balmain, of St. Helens, in the county of Lancaster, Manufacturing Chemist, and John Kean, of the same place, Manufacturing Chemist, for an invention of "improvements in the manufacture of flowers of sulphur, and roll and other forms of sulphur."—Dated 13th November, 1861.

2857. Charles Edmund Wilson, of Monkwell-street, in the city of London, Manufacturers, for an invention of "a new article of female wearing apparel, to be worn on the leg."—Dated 13th November, 1861.

2859. Frederick Coney, of Waterloo-road, in the county of Surrey, Brush Maker, for an invention of "an improved stock for brooms."—Dated 13th November, 1861.
2860. Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for an invention of "improvements in albums for containing photographic and other pictures."—Communicated to him from abroad by Auguste Marion, of Paris, France.—Dated 13th November, 1861.
2861. Henry Bird, of Liverpool, in the county of Lancaster, Chemist and Druggist, for an invention of "improvements in the construction of bottles and other vessels, and in stoppers for the same to indicate that they contain poison."—Dated 13th November, 1861.
2862. Alfred Edwin Carter, of the West Middlesex Water Works, Kensington, and Thomas Hack, of the West Middlesex Water Works, Hammersmith, both in the county of Middlesex, for an invention of "improvements in screw cocks."—Dated 13th November, 1861.
2865. Henry Robinson Fricker, of No. 106, Leman-street, Whitechapel, Architect and Surveyor, and John Manley, of Fairmanton-street, Truro, in the county of Cornwall, Civil Engineer and Mining Agent, for an invention of "improvements in apparatus for facilitating the cleansing of sewers and other water courses or ways."—Dated 13th November, 1861.
2869. Montague Wiggzell, of the Strand, Topsham, in the county of Devon, for an invention of "improvements in machinery or apparatus to be used in moulding and casting twisted nails, spiral fluted nails, bolts, and screws, for sheathing vessels, shipbuilding, building, and other purposes."—Dated 14th November, 1861.
2870. Robert Heath, of 25, St. George's-place, Hyde-park Corner, in the county of Middlesex, for an invention of "an improvement in umbrellas and parasols."—Dated 14th November, 1861.
2875. John Nixon, of Cardiff, county of Glamorganshire, for an invention of "improvements in apparatus for ventilating coal or other mines, or other underground excavations."—Dated 15th November, 1861.
2876. James Spratt, of Camden-road Villas, Camden-town, in the county of Middlesex, Gentleman, for an invention of "improvements in the preparation of food for hogs, dogs, cats, and poultry, and in apparatus for the same."—Dated 15th November, 1861.
2882. Joseph Booth, Thomas William Chambers, and James Chambers, all of Bury, in the county of Lancaster, for an invention of "improvements in looms for weaving."—Dated 16th November, 1861.
2884. Matthew Gibson, of St. Andrew's Works, Gallowgate, Newcastle-on-Tyne, for an invention of "improvements in reaping and mowing machines."—Dated 16th November, 1861.
2885. Eugène d'Estanque, of the city of Mont-de-Marsan, Department of the Landes, in the Empire of France, Surgeon Dentist, for an invention of "an improved instrument for drawing teeth."—Dated 16th November, 1861.
2886. David Stewart, of Newcastle-on-Tyne, in the county of Northumberland, Engineer, for an invention of "improvements in hydraulic cotton presses worked by steam."—Dated 16th November, 1861.
2887. Robert Thomas Worton, of Newbury-place, Kentish-town, in the county of Middlesex, for an invention of "improvements in piano-fortes."—Dated 16th November, 1861.
2888. Joseph Else, of Mansfield, in the county of Nottingham, Roller Coverer, and Thomas Godfrey, of the same place, Gentleman, for an invention of "an improved washing apparatus."—Dated 16th November, 1861.
2891. John Hawkins, of Lisle-street, London, in the county of Middlesex, and of Walsall, in the county of Stafford, Bit, Spur, and Stirrup Manufacturer, for an invention of "certain improvements in bits for riding and driving."—Dated 18th November, 1861.
2893. Pierre André Jean François Pline-Faurie, and Joseph Pierre Richard, all of Bordeaux, in the Empire of France, for an invention of "improvements in machinery or apparatus for preparing or manufacturing fuel."—Dated 18th November, 1861.
2894. Frederick Caesar Paetow, of the city of Manchester, in the county of Lancaster, Commission Merchant, for an invention of "improvements in machinery or apparatus for raising and finishing fabrics."—Communicated to him from abroad by Mr. Tillman Esser, of Burtscheid, in the Kingdom of Prussia.—Dated 18th November, 1861.
2895. Martin Dadd Rogers, of 2, Bow-lane Cottages, Saint Leonard's-road, Bromley, in the county of Middlesex, for an invention of "an improved chain cable stopper or controller."—Dated 18th November, 1861.
2898. Guillaume Prodon-Bonneton and Marthe Guillaume Prodon, both of Thiers, in the Department of Puy-de-Dôme, in the Empire of France, Engineers, for an invention of "improvements in means or apparatus for rolling metals."—Dated 18th November, 1861.
2899. Anthony John Mundella, of the town and county of the town of Nottingham, Manufacturer, and William Onion, of the same place, Mechanic, for an invention of "improvements in machinery or apparatus for the manufacture of looped fabrics."—Dated 18th November, 1861.
2901. Luke Smith and Matthew Smith, both of Heywood in the county of Lancaster, Mechanics, for an invention of "improvements in raising liquids and in apparatus connected therewith, parts of which are applicable to improving the quality of fermented liquors."—Dated 19th November, 1861.
2902. James Hemingway, of Robert Town, in the county of York, Artist, for an invention of "improvements in machinery or apparatus to be used in the working, 'winning,' or mining of coal, clay, shale, and other minerals or earthy matters."—Dated 19th November, 1861.
2907. Benjamin Davenport Godfrey, of Milford, in the county of Worcester, State of Massachusetts, U.S.A., for an invention of "an improved boot or shoe, with a wooden shank part and flexible fore-part to the sole."—Dated 19th November, 1861.
2908. Richard Archibald Brooman, of 166, Fleet-street, in the city of London, Patent Agent, for an invention of "improvements in breech loading fire arms."—Communicated to him from abroad by George White, of New York, United States of America.—Dated 19th November, 1861.
2909. Joseph Schloss, of Cannon-street West, in the city of London, Manufacturer, for an invention of "improvements in pouches."—Dated 19th November, 1861.

**A** LIST of the Letters Patent for Inventions which have become void by reason of the non-payment of the additional Stamp Duty of £100, before the expiration of the seventh year from the date of such Patents, pursuant to the Act of the 16th Vic., c. 5, sec. 2, for the week ending the 19th day of November, 1864.

2858. William James Gifford, of No. 23, New Millman-street, in the county of Middlesex, Esquire, for an invention of "improvements in the making, reefing, and working of sails, and in the construction and arrangement of masts, spars, and rigging for ships and boats."—Dated 13th November, 1857.

2866. John Macintosh, of North-bank, Regent's Park, in the county of Middlesex, for an invention of "an improvement in preparing telegraphic wire which is coated with gutta percha, in order to render it more capable of resisting heat, and in laying down telegraph wires in the sea."—Dated 14th November, 1857.

2874. John Frederick Spencer, of Brighton, in the county of Sussex, Marine Engineer, for an invention of "certain improvements in steam engines and in the apparatus connected therewith."—Dated 16th November, 1857.

2878. William Gossage, of Widnes, in the county of Lancaster, Chemist, for an invention of "improvements in the manufacture of certain kinds of soap."—Dated 17th November, 1857.

2892. Andrew Frederick Germann, Frederick Gustavus Germann, and Joseph Germann, for an invention of "an improved propeller."—Dated 18th November, 1857.

2893. Adolphe Ambroise Salomon-Cohen, of Paris, in the Empire of France, Civil Engineer, for an invention of "improvements in machinery or apparatus to be employed in the manufacture of drain pipes and other like articles from plastic materials."—Dated 18th November, 1857.

2908. David Melvin, of Glasgow, in the county of Lanark, North Britain, Jacquard-Card Manufacturer, for an invention of "improvements in machinery or apparatus for manufacturing heddles or healds for weaving."—Dated 19th November, 1857.

In Parliament—Session 1865.

Great Eastern and London and Blackwall Railways.

(Lease of London and Blackwall Railway to Great Eastern Railway Company and Arrangements: 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 for the following purposes, or some of them, that is to say: to enable the London and Blackwall Railway Company to grant, and the Great Eastern Railway Company to accept and take a lease of the undertaking, works, plant, lands, property, rights, and privileges of the London and Blackwall Railway, or any part or parts thereof, and to provide, upon such lease being granted, for the exercise and enjoyment by the Great Eastern Railway Company of all or any of the powers of the London and Blackwall Railway Company under any Act or Acts of Parliament, or under any Act to be obtained by the London and Blackwall Railway Company in the next session of Parliament, whether with reference to the completion or main-

tenance of works, the working and management of the undertaking of the London and Blackwall Railway, the levying or collecting of tolls, rates, duties, rents, and charges; the user of any other railway, works, or undertakings; the facilities for traffic, and any other rights, powers, or privileges belonging or attaching to the London and Blackwall Railway Company in relation to their own undertaking, or the undertaking of any other Company, and upon such terms and conditions as may be specified in or authorised or provided by the said Bill.

To authorise agreements and arrangements between the Great Eastern and London and Blackwall Railway Companies for carrying into effect the objects before mentioned, and any other agreements with reference to the working, maintenance, and use by the Great Eastern Railway Company of the London and Blackwall Railway, and the stations and works thereof, or any part thereof.

To alter, amend, and enlarge so far as needful the Acts (local and personal) 6th and 7th Wm. IV., cap. 123; 1st Vic., cap. 133; 2nd and 3rd Vic., cap. 95; 4th Vic., cap. 12; 5th Vic., cap. 34; 8th and 9th Vic., cap. 203; 9th and 10th Vic., cap. 273; 11th and 12th Vic., caps. 90 and 111; 12th and 13th Vic., cap. 73; 13th and 14th Vic., cap. 30; 14th Vic., caps. 28 and 30; and the London and Blackwall Railway Acts, 1855, 1860, 1862, and 1864, and any other Acts wholly or partially relating to the London and Blackwall Railway Company; the 25th and 26th Vic., cap. 223, and any other Acts relating to the Great Eastern Railway; and the 14th and 15th Vic., cap. 58, relating to the Eastern Union Railway Company; the 15th and 16th Vic., cap. 84, and any other Act relating to the London, Tilbury, and Southend Railway Company; the 9th and 10th Vic., cap. 396, and "The North London Railway (City Branch) Act, 1861," and any other Act relating to the North London Railway Company.

To alter rates, tolls, and duties, and vary and extinguish all rights and privileges which interfere with the objects of the Bill.

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 16th day of November, 1864.

Maynard and Son, 57, Coleman-street.

Hollingsworth, Tyerman, and

Green, 4, East India-avenue,

Leadenhall-street,

Pearce, Phillips, and Pearce,

Gresham-house, Old Broad-street.

Solicitors  
for the Bill

In Parliament.—Session 1865.

London, Tilbury, and Southend Railway.

(Amendment of Acts; Alteration of Tolls; Powers to Company and Lessees, and to London and Blackwall and Great Eastern Railway Companies, &c.)

**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 following purposes, or some of them (that is to say):

To alter and amend some of the powers and

provisions of the several Acts relating to the London, Tilbury, and Southend Railway, namely, the Acts (local) 15 Vic., cap. 84; 17 and 18 Vic., cap. 133; 19 Vic., cap. 15; 19 and 20 Vic., cap. 76; 25 Vic., cap. 8; 26 and 27 Vic., cap. 69; to alter the rates, tolls and charges authorised to be taken by the said Acts or any of them, or to substitute other tolls, rates, and charges, and to confer powers on the London, Tilbury, and Southend Railway Company and their lessees, and on the London and Blackwall Railway Company, and Great Eastern Railway Company, with reference thereto.

The Bill will vary all rights and privileges which interfere with its objects.

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 16th day of November, 1864.

*Maynard and Son*, 57, Coleman-street;  
*Hollingsworth, Tyerman, and Green*, 4, East India Avenue, Leadenhall-street;  
*Pearce, Phillips, and Pearce*, Gresham-house, Old Broad-street;  
 Solicitors for the Bill.

#### SUPPLEMENT TO

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 12th day of November, 1864.

*The under-mentioned Parties having omitted to transmit their Accounts in proper time to be inserted in the Gazette of Tuesday, the 22nd day of November, 1864.*

Name, Title, and Principal Place of Issue.				Average Amount.
				£
East Riding Bank ... ..	Beverley ...	Bower and Co. ... ..		52,477

W. W. DALBIAC, Registrar of Bank Returns.

*Inland Revenue, Somerset House, November 24, 1864.*

#### BANK OF ENGLAND.

AN ACCOUNT, pursuant to the Act 7th and 8th Victoria, cap. 32, for the Week ending on Wednesday, the 23rd day of November, 1864.

##### ISSUE DEPARTMENT.

£				£			
Notes issued ... ..	28,054,240	Government Debt ... ..	11,015,100	Other Securities ... ..	3,634,900	Gold Coin and Bullion ... ..	13,404,240
		Silver Bullion ... ..					
	£28,054,240				£28,054,240		

Dated the 24th day of November, 1864.

W. Miller, Chief Cashier.

##### BANKING DEPARTMENT.

£				£			
Proprietors' Capital ... ..	14,553,000	Government Securities (including		Dead Weight Annuity) ... ..	10,374,542	Other Securities ... ..	18,713,407
Reserve ... ..	3,318,095	Notes ... ..	8,489,385	Gold and Silver Coin ... ..	726,854		
Public Deposits (including Exchequer, Savings Banks, Commissioners of National Debt, and Dividend Accounts) ... ..	5,518,860						
Other Deposits ... ..	14,258,521						
Seven days and other Bills ... ..	555,712						
	£38,304,188				£38,304,188		

Dated the 24th day of November, 1864.

W. Miller, Chief Cashier.



AN ACCOUNT, pursuant to the Act 8 and 9 Vict. cap. 38, of the Amount of BANK NOTES authorized by Law to be issued by the several Banks of Issue in SCOTLAND, and the Average Amount of Bank Notes in Circulation, and of Coin held during the four Weeks ending Saturday, the 12th day of November, 1864.

Name and Title as set forth in Licence.	Name of the Firm.	Head Office or Principal Place of Issue.	Circulation authorized by Certificate.	Average Circulation during four Weeks ending as above.			Average Amount of Coin held during four Weeks ending as above.		
				£5 and upwards.	Under £5.	Total.	Gold.	Silver.	Total.
			£.						
Bank of Scotland .....	{ The Governor and Company of the Bank } of Scotland .....	Edinburgh	300485	166478	325521	491999	259803	30960	290763
Royal Bank of Scotland .....	Royal Bank of Scotland .....	Edinburgh	216451	193948	345742	539690	387685	24572	412258
British Linen Company .....	British Linen Company .....	Edinburgh	438024	178661	328257	506918	204919	40421	245341
Commercial Bank of Scotland .....	Commercial Bank of Scotland .....	Edinburgh	374880	185413	374300	559713	264840	25483	290324
National Bank of Scotland .....	National Bank of Scotland .....	Edinburgh	297024	174327	808160	482487	232964	26566	259530
Union Bank of Scotland .....	Union Bank of Scotland .....	Edinburgh	454346	191927	409083	601010	181720	42779	224499
Aberdeen Town and County Banking } Company .....	{ Aberdeen Town and County Banking } Company .....	Aberdeen	70133	56865	84034	140899	65166	11156	76322
North of Scotland Banking Company .....	North of Scotland Banking Company .....	Aberdeen	154319	95267	113839	209107	72955	7589	80544
Clydesdale Banking Company .....	Clydesdale Banking Company .....	Glasgow	274321	145176	245423	390599	133972	23359	157332
City of Glasgow Bank .....	City of Glasgow Bank .....	Glasgow	72921	134486	238161	372647	308240	25150	333390
Caledonian Banking Company .....	Caledonian Banking Company .....	Inverness	53434	31930	51749	83679	32391	2511	34903
Central Bank of Scotland .....	Central Bank of Scotland .....	Perth	42933	25807	39778	65586	27900	8607	36508

I hereby certify, that each of the Bankers named in the above Return, who have in Circulation an Amount of Notes beyond that authorized in their Certificate (with the exception of \_\_\_\_\_), have held an Amount of Gold and Silver Coin, not less than that which they are required to hold during the period to which this Return relates.

Dated this 24th day of November, 1864.

W. W. DALBIAC, Officer of Stamp Duties.



**AN ACCOUNT of the Importations and Exportations of Bullion and Specie  
registered in the Week ended 23rd November, 1864.**

Countries from which Imported.	Imported into the United Kingdom.					
	GOLD.			SILVER.		
	Coin.	Bullion.	Total.	Coin.	Bullion.	Total.
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
France ... ..	25500	...	25500	51800	...	51800
Gibraltar ... ..	796	...	796	2236	...	2236
Australia ... ..	...	16482	16482	...	...	...
Canada ... ..	...	...	...	8558	...	8558
Nova Scotia ... ..	...	1271	1271	...	...	...
West Indies ... ..	416	...	416	11138	...	11138
United States of America ...	74809	...	74809	...	...	...
Other Countries ... ..	447	91	538	...	191	191
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
...	...	...	...	...	...	...
Aggregate of the Importations } registered in the Week ... }	101968	17844	119812	73732	191	73923
Approximate Value of the said } Importations computed at the rates specified below ... }	£ 388757	£ 70718	£ 459475	£ 18308	£ 52	£ 18360
Rates of Valuation, per ounce	£ s. d. 3 15 0	£ s. d. 3 10 0	...	s. d. 4 11	s. d.	...
	to	to		to	5 5½	
	3 17 10½	4 0 0		5 1		

Countries to which Exported.	Exported from the United Kingdom.							
	GOLD.				SILVER.			
	Coin.		Bullion.	Total.	Coin.		Bullion.	Total.
	British.	Foreign.			British.	Foreign.		
	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.	Ounces.
Holland ... ..	...	...	89	89	...	2400	42000	44400
France ... ..	...	350	45000	45350	...	6400	131200	137600
Spain ... ..	...	...	...	...	...	...	1216	1216
Egypt ... ..	14586	...	...	14586	...	352248	26400	378648
United States ... ..	256	...	...	256	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
...	...	...	...	...	...	...	...	...
Aggregate of the Exportations } registered in the Week ... }	14842	350	45089	60281	...	361048	200816	561864
Approximate Value of the said } Exportations computed at the rates specified below ... }	£ 57791	£ 1334	£ 169459	£ 228584	£ ...	£ 89698	£ 54806	£ 144504
Rates of Valuation, per ounce	£ s. d. 3 17 10½	£ s. d. 3 16 3	£ s. d. 3 15 2	...	s. d. ...	s. d. 4 11½	s. d. 5 5½	...

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

Office of the Inspector-General of Imports and Exports,  
Custom House, London, 24th November, 1864.

WEEKLY RETURNS of the Quantities and Price of BRITISH CORN, IMPERIAL MEASURE, as received from the Inspectors and Officers of Excise in the following Cities and Towns in ENGLAND and WALES, from which the Prices that govern Duty are calculated conformably to the Act of the 5th Victoria, cap. 14.

Received in the Week ended November 19, 1864.	WHEAT.					BARLEY.					OATS.					RYE.					BEANS.					PEAS.				
MARKETS.	Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.		
	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.
London	2421	0	4984	12	7	1749	0	2796	17	3	1184	0	1158	18	6	7	0	10	10	0	124	0	223	4	0	120	0	222	19	6
Uxbridge	233	4	516	2	9																154	4	269	10	0	15	0	25	7	6
Chelmsford	1965	4	3929	16	6	2102	2	3115	7	3	8	0	8	0	0						177	4	276	9	9	24	0	42	0	0
Colchester	1885	0	3788	16	6	2223	1	3212	13	8	25	0	25	0	0						35	0	63	0	0	10	0	19	0	0
Romford	466	0	904	18	9	937	0	1477	15	6																				
Chipping Ongar	None		Sold.																											
Saffron Walden	148	1	272	11	9	1092	0	1612	9	3	15	0	13	2	6						21	0	35	15	0					
Braintree	850	5	1567	6	11	1227	1	1898	3	6	23	0	23	0	0						42	0	70	17	6	47	0	80	3	0
Hertford	88	5	167	6	9	269	7	423	10	1																				
Roydon	229	3	426	12	0	2052	0	3019	12	0	100	0	118	0	0															
Bishop Stortford	746	4	1256	8	0	4225	2	6375	13	7											14	4	25	2	0					
St. Albans	151	2	307	18	0	220	0	368	11	0	25	0	29	0	0															
Hemel Hempstead	15	5	34	5	0	50	4	78	18	0																				
Hitchin	240	5	467	12	0	1443	2	2223	15	5	30	0	28	2	6															
Aylesbury	61	0	115	13	0	56	0	86	3	0																				
Buckingham						28	0	39	18	0																				
High Wycombe	177	4	344	11	6	184	4	286	6	0	4	0	5	0	0															
Newport Pagnel	143	1	248	17	0	10	0	15	10	0																				
Oxford	170	0	326	12	3	600	4	836	12	6	10	4	13	3	4						42	3	77	14	0					
Banbury	1215	3	2350	0	8	1447	4	2103	12	3	15	0	15	0	0						85	4	162	7	2	34	4	66	10	0
Henley	87	4	179	2	6	478	0	819	3	0	20	0	22	0	0															
Witney	64	0	121	7	6	158	4	214	18	6	11	0	12	13	0															
Chipping Norton	None		Sold.																											
Warminster	234	0	454	2	0	684	0	1012	9	9																				
Swindon	474	4	922	17	3	In correct.															95	0	187	10	0					
Devizes	884	0	1722	13	9	664	4	1029	1	0																				
Salisbury	625	4	1176	0	6	301	0	442	13	0																				
Trowbridge	None		Sold.																											
Chippenham	17	4	31	10	0	125	0	183	17	0																				
Windsor	92	4	205	10	6	22	0	39	1	0																				
Reading	1036	2	2165	8	9	541	0	854	5	3	35	4	34	15	0						11	0	23	13	0	16	0	31	15	0
Abingdon	214	0	432	11	0	20	0	26	10	0																				
Maidenhead	None		Sold.																											

Received in the Week ended November 19, 1864.																				
MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.				
	Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			Quantities.	Price.			Quantities.	Price.		
	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.	Qrs. Bs.	£	s.	d.
Newbury	553 0	1117	2	6	483 0	623	7	0	76 0	76	18	0	—	—	—	—	—	—	—	—
Wallingford	—	—	—	—	210 0	311	5	8	100 0	98	0	0	—	—	—	—	—	—	—	—
Guildford	610 4	1288	7	11	256 2	399	9	4	5 0	5	5	0	—	—	—	—	12 0	23	2	0
Croydon	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kingston	39 1	80	0	6	30 0	45	0	0	—	—	—	—	—	—	—	—	—	—	—	—
Dorking	162 4	318	10	0	10 0	15	0	0	23 0	23	13	0	—	—	—	—	—	—	—	—
Maidstone	755 0	1501	11	6	79 0	122	19	6	26 0	25	17	0	—	—	—	—	49 0	89	6	6
Canterbury	913 0	1799	10	6	1309 0	2046	2	6	64 0	64	15	0	—	—	—	—	—	—	10 0	20 0 0
Dartford	174 0	353	13	0	59 0	97	7	0	—	—	—	—	—	—	—	—	—	—	5 0	10 0 0
Chatham & Rochester	16 4	33	18	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dover	45 0	90	10	0	29 0	43	10	0	—	—	—	—	—	—	—	—	—	—	—	—
Gravesend	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ashford	21 0	38	17	0	237 0	360	12	0	70 0	69	0	0	—	—	—	—	58 0	91	16	0
Chichester	161 0	327	18	6	129 0	192	0	0	—	—	—	—	—	—	—	—	16 0	29	15	3
Lewes	590 4	1097	14	6	189 0	306	2	0	45 0	44	7	6	—	—	—	—	5 0	8	15	0
Rye	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Brighton	202 4	380	5	0	60 0	93	10	0	—	—	—	—	—	—	—	—	—	—	—	—
East Grinstead	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Battle	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Arundel	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hastings	—	—	—	—	—	—	—	—	40 0	42	0	0	—	—	—	—	10 0	20	0	0
Midhurst	21 0	40	4	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shoreham	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Winchester	415 0	802	13	6	178 0	253	17	6	150 0	180	0	0	—	—	—	—	—	—	—	—
Andover	679 0	1319	9	6	418 0	569	12	6	25 0	28	10	0	—	—	—	—	—	—	—	—
Basingstoke	1220 4	2441	4	6	542 0	823	12	6	240 0	228	2	6	—	—	—	—	5 0	9	10	0
Fareham	688 0	1332	6	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Havant	110 0	212	10	0	13 0	18	17	0	—	—	—	—	—	—	—	—	—	—	—	—
Newport	397 4	742	10	0	190 0	258	0	0	—	—	—	—	—	—	—	—	—	—	—	—
Ringwood	9 0	17	2	0	94 0	137	7	6	—	—	—	—	—	—	—	—	—	—	4 0	8 0 0
Southampton	360 0	651	10	0	194 0	271	4	0	38 0	40	4	0	—	—	—	—	—	—	—	—
Portsmouth	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Christchurch	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Blandford	374 0	720	17	0	172 0	246	17	6	—	—	—	—	—	—	—	—	—	—	—	—
Bridport	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dorchester	311 0	560	12	6	271 0	371	8	6	—	—	—	—	—	—	—	—	—	—	—	—
Sherborne	—	—	—	—	268 0	397	3	6	—	—	—	—	—	—	—	—	—	—	—	—
Shaftesbury	247 0	466	4	0	43 0	55	10	6	—	—	—	—	—	—	—	—	—	—	—	—

MARKETS.	WHEAT.			BARLEY.			OATS.			RYE.			BEANS.			PEAS.		
	Qrs. Rs.	Price.		Qrs. Rs.	Price.		Qrs. Rs.	Price.		Qrs. Rs.	Price.		Qrs. Rs.	Price.		Qrs. Rs.	Price.	
		£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.		£	s. d.
Received in the Week ended November 19, 1864.	86 0	157 6	0	103 4	137 1	0	—	—	—	—	—	—	—	—	—	—	—	—
Wardham .....	124 0	248 8	7	963 7	1448 17	4	—	—	—	—	—	—	—	—	—	—	—	—
Poole .....	55 3	103 15	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Barnstaple .....	29 2	55 11	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Plymouth .....	77 4	155 0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Totness .....	36 0	73 19	0	19 0	29 0	0	34 0	32 8	0	—	—	—	—	—	—	—	—	—
Tavistock .....	80 0	150 2	6	241 6	309 0	10	—	—	—	—	—	—	—	—	—	—	—	—
Kingsbridge .....	31 2	61 10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oakhampton .....	—	—	—	62 4	93 15	0	—	—	—	—	—	—	—	—	—	—	—	—
Tiverton .....	—	—	—	68 6	97 10	0	—	—	—	—	—	—	—	—	—	—	—	—
Honiton .....	—	—	—	52 4	63 0	0	—	—	—	—	—	—	—	—	—	—	—	—
Truro .....	288 3	548 15	6	73 3	92 1	0	57 4	53 14	6	—	—	—	—	—	—	—	—	—
Bodmin .....	144 4	273 19	10	16 0	22 9	0	64 7	58 17	1	—	—	—	—	—	—	—	—	—
Launceston .....	181 0	349 10	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Redruth .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Helstone .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
St. Austell .....	55 7	110 15	6	27 0	31 18	0	7 4	7 5	0	—	—	—	—	—	—	—	—	—
Falmouth .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Callington .....	26 0	54 12	6	12 6	17 14	0	6 6	6 15	0	—	—	—	—	—	—	—	—	—
Liskeard .....	29 2	56 6	6	23 1	27 15	0	—	—	—	—	—	—	—	—	—	—	—	—
St. Columb .....	7 4	14 0	0	7 4	9 0	0	—	—	—	—	—	—	—	—	—	—	—	—
Bristol .....	982 1	1839 3	9	213 6	344 11	1	100 0	87 10	0	—	—	—	—	—	—	—	—	—
Taunton .....	121 2	242 0	0	211 2	323 2	6	—	—	—	—	—	—	10 0	20 0	0	—	—	—
Wells .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	12 4	25 0	0	—	—	—
Bridgewater .....	298 6	595 2	10	187 4	281 5	0	—	—	—	—	—	—	—	—	—	—	—	—
Frome .....	32 0	60 19	0	49 4	64 19	6	—	—	—	—	—	—	—	—	—	—	—	—
Chard .....	88 2	176 0	0	249 1	368 4	6	—	—	—	—	—	—	—	—	—	—	—	—
Somerton .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shepton Mallett .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wellington .....	129 1	254 5	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wiveliscomb .....	—	—	—	321 2	470 11	8	—	—	—	—	—	—	—	—	—	—	—	—
Monmouth .....	46 7	89 11	8	73 6	112 0	0	—	—	—	—	—	—	—	—	—	—	—	—
Abergavenny .....	48 3	91 8	6	23 2	31 9	5	—	—	—	—	—	—	—	—	—	—	—	—
Chepstow .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Pontipool .....	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Gloucester .....	739 2	1420 8	1	62 4	93 15	0	—	—	—	—	—	—	—	—	—	—	—	—
Cirencester .....	1015 0	1948 1	7	808 0	1099 11	0	45 0	51 2	6	—	—	—	127 0	257 17	0	—	—	—

Received in the Week ended  
November 19, 1864.

Received in the Week ended November 19, 1864.																														
MARKETS.	WHEAT.					BARLEY.					OATS.					RYE.					BEANS.					PEAS.				
	Quantities.		Price.			Quantities.		Price.			Quantities		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.		
	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.
Tetbury .....	135	0	260	8	0	107	4	158	3	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stow-on-the-Wold .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Tewkesbury .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Cheltenham .....	339	1	652	9	1	85	4	111	1	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Dursley .....	135	0	270	0	0	75	0	116	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Northleach .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stroud .....	54	4	103	5	6	37	4	54	7	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Hereford .....	15	0	28	0	0	18	6	25	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Leominster .....	120	5	228	5	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kington .....	51	5	101	15	0	17	1	24	15	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Worcester .....	210	2	411	9	9	218	5	347	18	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Bromsgrove .....	135	5	275	8	10	58	7	92	15	1	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Kidderminster .....	333	0	662	14	10	94	0	152	17	2	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stourbridge .....	—	—	—	—	—	104	3	160	11	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Evesham .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Shrewsbury .....	181	3	353	14	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Ludlow .....	54	3	103	5	0	96	2	129	16	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newport .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Oswestry .....	296	4	613	12	7	101	4	150	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wellington .....	—	—	—	—	—	95	5	142	19	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wenlock .....	105	7	209	4	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Whitchurch .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Market Drayton .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stafford .....	28	2	58	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Burton-on-Trent .....	—	—	—	—	—	1088	0	1850	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Lichfield .....	—	—	—	—	—	99	4	163	3	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Newcastle-under-Lyne .....	—	—	—	—	—	113	3	180	17	7	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stone .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Uttoxeter .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Walsall .....	198	1	397	9	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Wolverhampton .....	536	0	1085	7	7	223	0	359	6	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chester .....	334	0	641	8	8	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Nantwich .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Middlewich .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Four-Lane-Ends .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Congleton .....	No		Return.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Macclesfield .....	360	0	756	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Stockport .....	None		Sold.			—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

received in the Week ended  
November 19, 1864.

MARKETS.	WHEAT					BARLEY.					OATS.					RYE.					BEANS.					PEAS.				
	Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.		
	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.
Derby .....	516	0	1034	13	0	35	0	50	15	0	20	0	26	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—
Chesterfield .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Coventry .....	474	7	926	15	2	134	0	198	2	0	60	0	63	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Birmingham .....	1440	0	2848	1	3	144	7	229	19	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Warwick .....	640	2	1264	17	4	212	4	328	8	0	4	0	4	16	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stratford-on-Avon .....	921	0	1774	19	9	407	0	591	12	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Leicester .....	798	0	1588	0	0	386	0	577	10	0	7	0	7	14	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Loughborough .....	100	0	205	0	0	205	0	332	15	0	60	0	72	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hinckley .....	110	0	213	15	0	154	0	243	2	0	20	0	22	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lutterworth .....	—		—			12	0	18	0	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Northampton .....	2436	0	4599	15	6	2653	0	3805	3	6	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Peterborough .....	3198	0	5935	15	3	430	0	647	10	0	400	0	357	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Daventry .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wellingborough .....	227	0	433	14	0	198	0	281	11	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Kettering .....	110	0	211	10	0	107	0	153	8	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Oakham .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bedford .....	642	4	1216	5	0	988	4	1514	7	9	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Leighton Buzzard .....	225	2	438	13	0	144	3	211	12	1	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Luton .....	150	0	290	5	6	—		—			20	0	20	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Huntingdon .....	186	7	345	14	10	458	0	628	3	6	22	0	21	1	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
St. Ives .....	1077	0	1939	1	0	148	0	216	10	6	110	0	116	7	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Cambridge .....	844	6	1549	5	10	1947	6	2695	7	3	301	0	282	6	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ely .....	3374	4	6062	1	0	200	0	290	5	0	260	0	210	2	4	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Wisbeach .....	3276	4	6417	16	9	75	0	108	15	0	509	0	459	8	11	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Newmarket .....	174	0	313	16	6	509	0	740	16	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Ipswich .....	1179	7	2236	13	3	2527	1	3667	5	10	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Woodbridge .....	347	4	684	18	0	1110	2	1642	4	3	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sudbury .....	562	2	1042	17	0	1372	0	1974	15	3	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Hadleigh .....	715	6	1391	0	10	400	5	587	18	7	15	0	18	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Stowmarket .....	129	4	235	13	6	1005	3	1444	4	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bury St. Edmunds .....	636	0	1223	1	6	3792	7	5831	9	9	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Beccles .....	278	0	515	12	6	722	0	1055	16	0	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Bungay .....	295	0	544	13	0	2026	3	2959	9	3	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lowestoft .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Norwich .....	1792	6	3328	18	4	8764	6	12954	5	9	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Yarmouth .....	250	1	457	13	7	1641	3	2725	4	9	—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Lynn .....	1697	4	3247	8	0	4024	3	6058	1	8	69	0	71	13	10	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Thetford .....	None		Sold.			—		—			—		—			—	—	—	—	—	—	—	—	—	—	—	—	—	—	
																115	0	234	0	0	34	4	57	12	0					

Received in the Week ended  
November 19, 1864.

No. 2915	Received in the Week ended November 19, 1864.	WHEAT.					BARLEY.					OATS.					RYE.					BEANS.					PEAS.					
		Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			Quantities.		Price.			
		Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	Qrs.	Bs.	£	s.	d.	
Watton .....	29	0	53	9	0	467	0	678	12	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Diss .....	197	0	360	4	6	713	0	994	14	9	—	—	—	—	—	—	—	—	—	—	10	0	18	0	0	21	0	35	14	0		
East Dereham .....	593	5	1109	18	7	2206	1	3277	6	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Harleston.....	393	4	758	12	9	1148	7	1629	14	10	—	—	—	—	—	—	—	—	—	—	4	0	7	12	0	—	—	—	—	—		
Holt.....	88	0	162	11	0	324	3	443	14	9	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Aylesham.....	65	4	120	15	0	82	0	110	7	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Fakenham .....	380	2	719	19	9	3990	5	5980	16	5	90	0	77	10	0	—	—	—	—	—	10	0	20	10	0	—	—	—	—	—	—	
Northwalsham .....	212	3	395	3	8	264	6	341	2	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Swaffham.....	—	—	—	—	—	62	0	94	10	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Lincoln .....	4187	0	8434	5	0	1417	0	2079	13	0	17	0	17	0	0	—	—	—	—	—	—	—	—	—	12	0	21	12	0	—	—	
Gainsborough .....	465	0	948	7	6	483	0	767	12	3	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Glanfordbridge .....	703	0	1351	4	6	1093	0	1669	13	0	—	—	—	—	—	—	—	—	—	—	20	0	38	10	0	—	—	—	—	—		
Louth .....	1848	0	3472	16	6	1067	0	1612	12	6	130	0	118	5	0	—	—	—	—	—	10	0	18	10	0	4	0	6	18	0		
Boston.....	4558	4	8847	8	0	476	4	693	17	9	561	0	557	13	6	—	—	—	—	—	346	0	656	5	6	385	0	655	16	6		
Sleaford .....	1177	0	2263	15	0	240	0	336	7	6	—	—	—	—	—	—	—	—	—	—	40	0	80	0	0	40	0	69	0	0		
Stamford .....	881	0	1686	2	0	1381	0	2019	2	0	—	—	—	—	—	—	—	—	—	—	22	0	41	18	0	—	—	—	—	—		
Spalding .....	1954	4	3743	0	0	110	0	160	17	0	125	0	115	2	6	—	—	—	—	—	165	0	319	15	0	85	0	144	17	6		
Barton-on-Humber.....	266	4	530	16	9	548	0	902	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Bourne.....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Grantham .....	511	0	983	11	6	1342	4	2174	15	0	—	—	—	—	—	—	—	—	—	—	17	0	34	0	0	—	—	—	—	—		
Grimsby .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Horncastle .....	809	0	1572	7	0	2061	0	3050	0	0	35	0	37	15	0	—	—	—	—	—	—	—	—	—	36	0	64	1	0	—	—	
Market Raisin .....	None	Sold.	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Caistor .....	—	—	—	—	—	5	0	6	17	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Alford .....	522	0	969	15	6	117	0	161	6	0	15	0	13	2	6	—	—	—	—	—	—	—	—	—	44	0	74	8	6	—	—	
Hulbeck .....	255	4	3497	4	6	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Long Sutton .....	210	0	420	0	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	9	0	18	18	0	—	—	—	—	—		
Nottingham.....	1722	4	3447	7	3	768	0	1177	5	0	55	0	59	0	0	—	—	—	—	—	270	0	547	7	6	30	0	57	0	0	—	—
Newark .....	1149	4	2263	0	3	1417	0	2225	19	0	—	—	—	—	—	—	—	—	—	—	267	0	513	18	0	—	—	—	—	—	—	
Mansfield .....	72	4	145	11	0	250	0	372	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—		
Retford .....	—	—	—	—	—	106	0	164	14	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
York .....	287	0	559	6	4	533	0	808	4	6	35	0	39	7	6	—	—	—	—	—	10	0	20	0	0	—	—	—	—	—	—	
Leeds .....	2603	0	5168	3	11	1715	0	2737	18	10	232	4	270	7	9	20	0	29	15	0	64	0	129	19	0	94	4	159	12	0	—	—
Wakefield .....	2046	0	4114	13	8	1045	0	1625	16	3	—	—	—	—	—	—	—	—	—	—	196	0	386	16	3	—	—	—	—	—	—	
Bridlington .....	95	4	171	17	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Beverley.....	415	0	795	13	9	135	0	205	14	0	15	0	14	15	0	—	—	—	—	—	—	—	—	—	—	4	0	7	0	0	—	—
Howden .....	—	—	—	—	—	78	0	119	6	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	
Sheffield .....	197	4	431	5	0	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	11	0	22	13	9	—	—	—	—	—	—	

[illegible]



WHEAT.		BARLEY.		OATS.		RYE.		BEANS.		PEAS.	
Quantities.	Price.	Quantities.	Price.	Quantities.	Price.	Quantities.	Price.	Quantities.	Price.	Quantities.	Price.
Qrs. Bs.	£ s. d.	Qrs. Bs.	£ s. d.	Qrs. Bs.	£ s. d.	Qrs. Bs.	£ s. d.	Qrs. Bs.	£ s. d.	Qrs. Bs.	£ s. d.
Belford .....	Sold.	—	—	—	—	—	—	—	—	—	—
Hexham .....	186 1 9	66 2	92 19 4	18 6	22 19 0	—	—	—	—	—	—
Newcastle .....	2845 0	385 0	583 16 0	203 7	212 3 2	—	—	—	—	—	—
Morpeth .....	356 0	20 0	26 15 0	35 0	38 18 4	—	—	—	—	—	—
Alnwick .....	235 0	493 4	663 15 6	7 4	7 5 0	—	—	—	—	—	—
Berwick .....	56 2	1443 6	1963 7 0	—	—	—	—	—	—	—	—
Durham .....	295 0	551 9 6	—	9 2	9 19 6	—	—	—	—	—	—
Stockton .....	335 4	660 1 0	4 5 6	10 1	11 1 4	—	—	—	—	—	—
Darlington .....	43 3	88 0 4	6 11 9	—	—	—	—	—	—	—	—
Sunderland .....	761 0	1503 10 11	—	7 4	8 11 6	—	—	—	—	—	—
Barnard Castle .....	74 6	159 15 7	24 9 7	—	—	—	—	—	—	—	—
Wolsingham .....	70 6	142 1 9	68 14 3	—	—	—	—	—	—	—	—
Mold .....	None	Sold.	—	—	—	—	—	—	—	—	—
Denbigh .....	36 0	66 11 0	59 2 6	—	—	—	—	—	—	—	—
Wrexham .....	54 5	107 1 8	17 10 0	151 2	137 10 0	12 5	24 0	—	—	—	—
Carnarvon .....	None	Sold.	—	—	—	—	—	—	—	—	—
Bangor .....	None	—	—	—	—	—	—	—	—	—	—
Llangefni .....	None	Sold.	—	—	—	—	—	—	—	—	—
Gorwen .....	None	Sold.	—	—	—	—	—	—	—	—	—
Welshpool .....	None	Sold.	—	—	—	—	—	—	—	—	—
Newtown .....	—	—	—	—	—	—	—	—	—	—	—
Haverfordwest .....	24 2	44 13 5	26 0 0	18 6	268 8 2	—	—	—	—	—	—
Carmarthen .....	114 3	224 14 7	32 17 6	345 5	119 12 7	—	—	—	—	—	—
Llandillo .....	—	—	93 17 0	146 2	6 15 0	—	—	—	—	—	—
Swansea .....	40 1	82 8 6	—	8 6	—	—	—	—	—	—	—
Cowbridge .....	—	—	300 0 0	—	—	—	—	—	—	—	—
Cardiff .....	None	Sold.	—	—	—	—	—	—	—	—	—
Brecon .....	None	Sold.	—	—	—	—	—	—	—	—	—
Knighton .....	None	Sold.	—	—	—	—	—	—	—	—	—
Grand Total .....	100169 7	—	—	103697 2	—	27 0	—	3622 6	—	1242 7	—
General Weekly Average .....	—	389 322	29 9-812	—	—	—	—	—	—	—	—
Aggregate Average of Six Weeks .....	—	38 8	30 1	—	19 11	—	31 0	—	38 2	—	35 3

Board of Trade, Corn Department.

Published by Authority of Parliament.

HENRY FENTON JADIS, Comptroller of Corn Returns.

(No. 2.)

In Parliament—Session 1865.

**Ogmore Valley Railways (New Works.)**

(Connecting Railways from the Ogmore Railway to the Lines of the Ely Valley Extension, Ely Valley, Taff Vale, Llantrissant and Taff Vale Junction, and Penarth Railway Companies; Increase of Capital; Arrangements with the above Companies and the Great Western and the Rhymney Railway Companies; Traffic Facilities over the Railways of the above Seven Companies; Running Powers over the same and the Railways at the Bute Docks and Newport Docks; Provision for Laying Down Narrow Gauge on the Ely Valley and the Great Western Railways; Amendment of Acts.)

**NOTICE** is hereby given, that application will be made to Parliament in the ensuing Session for an Act (hereinafter referred to as "the Act") to effect the following objects, some or one of them, to wit:—

1. To enable the Ogmore Valley Railways Company (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some or one of them, together with all necessary works, stations, approaches, sidings, and other conveniences connected therewith respectively, all which railways and other works are situate in the county of Glamorgan, and are hereinafter called "the railway"), to wit:—

1st. A railway (No. 1) commencing by a junction with the Railway No. 1 of the Ogmore Valley Railways Company, authorized by "The Ogmore Valley Railways Act, 1863," at or near a point in a field in the parish of Llangeinor, distinguished on the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Ogmore Valley Railways Act, 1863," by the No. 62 in that parish, and which point is 737 yards or thereabouts south from the bridge carrying that authorized railway over the River Ogmore, near the village or hamlet of Melin-Evan-Du, otherwise Melin-Du, and terminating by a junction with the Ely Valley Extension Railway at or near a point in a field in the parish of Llantrissant, distinguished on the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Ely Valley Extension Railway Act, 1863," by the No. 7 in that parish, and which point is 430 yards or thereabouts east of the intended bridge carrying the road from the farm called Hendre Forgan, to Peterston, over that railway, and which intended Railway No. 1 will be made from, in, through, or into the parishes of St. Bride's Minor, Coychurch, Llangeinor, Llandyfodwg, and Llantrissant.

2nd. A railway (No. 2) commencing by a junction with the intended Railway No. 1, at or near a point in a field in the parish of Llandyfodwg, distinguished on the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Ogmore Valley Railways Act, 1863," by the No. 21 in that parish, and which point is 260 yards or thereabouts east of the inn called The Fox and Hounds, in the said village or hamlet of Melin-Evan-Du, otherwise Melin-Du, and terminating by a junction with the Railway No. 2 authorized by "The Ogmore Valley Railways Act, 1863," in a field in the parish of Llangeinor, distinguished on the plans deposited as last mentioned by the No. 73 in that parish, at a point 80 yards or thereabouts south-east of the bridge carrying the said authorized Railway No. 2 over the River Ogmore, near the said village or hamlet, and which intended Railway No. 2 will be made from, in, through, or into the parishes of Llandyfodwg, Coychurch, and Llangeinor.

3rd. A railway (No. 3) commencing by a junction with the main line of the Ely Valley Railway in a field in the parish of Llanharran, distinguished on the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Ely Valley Railway Act, 1856," by the No. 32 in that parish at a point 100 yards or thereabouts south of the junction of the Castella Branch Railway with the main line of the Ely Valley Railway, and terminating by a junction with the Mwyndy Branch of the Ely Valley Railway in the parish of Llantrissant, in a meadow distinguished in the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Ely Valley Railway (Mwyndy Branch) Act, 1858," by the No. 325 in that parish, and at a point 100 yards or thereabouts west of the bridge carrying the Llantrissant, Llandaff, and Cardiff Turnpike Road over the said Mwyndy Branch Railway, which intended Railway No. 3 will be made from, in, through or into the parishes of Llanharran and Llantrissant.

4th. A railway (No. 4) commencing by a junction with the main line of the Ely Valley Railway in a field in the parish of Llantrissant, distinguished on the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Ely Valley Railway Act, 1856," by the No. 50 in that parish, and at a point 300 yards or thereabouts south-east of the bridge carrying the Ely Valley Railway over the public road from Llanclay to Ton-yr-Efail, near the farm-house called Pant-glas, and terminating by a junction with the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway, in the parish of Llantrissant, on the open common distinguished in the plans deposited with the Clerk of the Peace for Glamorganshire, with reference to "The Llantrissant and Taff Vale Junction Railway Act, 1861," by the No. 30 in that parish, and at a point 300 yards or thereabouts north-west of the bridge now in course of construction for carrying the Llantrissant and Newbridge turnpike road over the Llantrissant Common Branch of the Llantrissant and Taff Vale Junction Railway, and which intended Railway No. 4 will be made wholly in the parish of Llantrissant.

5th. A railway (No. 5) commencing by a junction with the Mwyndy branch of the Ely Valley Railway, in a field in the parish of Llantrissant, distinguished in the plan deposited with the Clerk of the Peace for Glamorganshire, with reference to the "Ely Valley Railway (Mwyndy Branch) Act, 1858," by the No. 390 in that parish, and at a point 100 yards, or thereabouts, north of the farm-house called Brofiscin-fach, and terminating by a junction with the Penarth Railway, in the parish of Llandaff, and at a point 100 yards, or thereabouts, from the bridge carrying the road from St. Bride's-super-Ely, otherwise Llansaintfraed, to Llandaff, over the Penarth Railway, and which intended Railway No. 5 will be made from, in, through, or into the parishes of Llantrissant, Pentyrch, St. Fagans, Radyr, and Llandaff, and the chapelry of Llanilterne, in the said parish of St. Fagans.

6th. A railway (No. 6) commencing by a junction with the intended Railway No. 5, in a field or meadow in the parish of Radyr, adjoining the east side of the public road from Fairwater to Radyr, and at a point 200 yards, or thereabouts, to the north-east of the house called Water Hall, in the same parish, and terminating by a junction with the main line of the Taff Vale Railway, in the parish of Llandaff, at a point 250 yards, or thereabouts, south-east of the mile post on that railway, indicating three miles from Cardiff, and which intended Railway No. 6 will be made from, in, through, or into the parish of Radyr and Llandaff.

2. To authorize and regulate the said proposed junctions with existing or authorized railways, and to enable the Company to make lateral and vertical deviations from the lines and levels of the works laid down on the plans and sections thereof, to be deposited, as hereinafter mentioned, to such an extent as shall be thereon defined, or as may be authorized by the Act.

3. To authorize the Company to purchase or acquire, by compulsion, lands, houses, and other property and rights, liberties, easements, and privileges, in and over lands, houses, and other property; and to vary and extinguish rights and privileges; and to cross, alter, divert, and stop up, either temporarily or permanently, turnpike roads, highways, bridges, canals, rivers, streams, aqueducts, water-courses, pipes, sewers, railways, and tramroads, within the several parishes and places aforesaid, or any of them.

4. To authorize the Company to levy tolls, rates, and duties, in respect of the railway and other their undertaking for the time being; and to alter, for the purposes of the Act, the tolls, rates, and duties, authorized to be received and levied by the Company, by the Ely Valley Railway Company, by the Ely Valley Extension Railway Company, by the Great Western Railway Company, by the Taff Vale Railway Company, by the Llantrissant and Taff Vale Junction Railway Company, by the Penarth Harbour Railway and Dock Company, by the Rhymney Railway Company, by the proprietor of the Bute Docks at Cardiff, and by the proprietors of the docks at Newport, in Monmouthshire, respectively, or any of them; and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

5. To authorize the Company to increase their capital by the creation of new shares or stock in the Company, or by borrowing on mortgage or bond; and to assign to such new shares or stock such preferences, priorities, privileges, or advantages, as the Company see fit; and to empower the Company to apply any moneys raised or authorized to be raised by them, under or by virtue of, any Act of Parliament to the purposes of the Act.

6. To authorize the Company and the Ely Valley Extension Railway Company, the Ely Valley Railway Company, the Great Western Railway Company, the Taff Vale Railway Company, the Llantrissant and Taff Vale Junction Railway Company, the Penarth Harbour Dock and Railway Company, and the Rhymney Railway Company, hereinafter called the seven Companies, some or one of them, from time to time, to enter into agreements with respect to the following matters, to wit:—The construction, alteration, maintenance, and management, by the seven Companies, some or one of them, and jointly with the Company, or otherwise, of the railway; the construction, alteration, maintenance, and management by the Company, separately or jointly with the seven Companies, or any of them, of the railways of the seven Companies, some or one of them, or part thereof respectively, including the laying down of the narrow gauge on such railways or parts thereof respectively; the running over, use, and working, by the seven Companies, some or one of them, of the railway, and the conveyance of traffic thereon; the running over, use, or working, by the Company of the railways of the seven Companies, and the conveyance of traffic thereon; the supply of rolling stock, and of machinery, and of officers and servants, by the seven Companies, or the Company, as the case may be, for the purposes aforesaid; and the fixing, collection, and apportionment of the tolls, rates, charges, receipts, and revenues levied,

taken, or arising, in respect of traffic, whether arising upon or from the undertaking of the Company, or upon or from one or more of the undertakings of the seven Companies, or both, or points beyond those undertakings respectively, and the appointment of joint committees for carrying into effect any such agreement.

7. To authorize or require the seven Companies, some or one of them, to book through, from, all stations and places on their railways; and to forward, with due diligence, passengers, goods, minerals, animals, and other traffic to and over the undertaking of the Company; and to provide that the Company shall, for the purposes of all traffic whatever, whether passengers, goods, minerals, animals, or other things, have the right to book, and invoice through, from any station or place on their system of railways to any station or place on the railways of the seven Companies, some or one of them; and that the seven Companies, some or one of them, shall, in respect of all traffic of the Company, at all times afford to the Company all needful accommodations, facilities, and conveniences, at and over the railways of the seven Companies, some or one of them, and at the stations, works, and conveniences thereon, by the trains of the seven Companies respectively, and by through booking and invoicing, through rates, and (as far as reasonably may be) through waggons and carriages; and that the seven Companies shall at all times and in all respects conduct, forward, and carry on and accommodate all such traffic on equal terms with, and as well as if it were their own proper traffic.

8. To empower the Company, and any other Company or person lawfully using the undertaking of the Company, to run over, work, and use with their engines and carriages, and for all purposes, the railways, tramways, quays, landing places, staiths, spouts, offices, junctions, sidings, stations, roads, platforms, water, watering places, machinery, works, and conveniences of the Ely Valley Extension Railway Company, the Ely Valley Railway Company, the Great Western Railway Company, the Taff Vale Railway Company, the Llantrissant and Taff Vale Junction Railway Company, the Penarth Harbour, Dock and Railway Company, the Rhymney Railway Company, the proprietors of the Bute Docks at Cardiff, in the county of Glamorgan, and the proprietors of the Docks at Newport, in the county of Monmouth, respectively

9. To provide for fixing by arbitration, or otherwise, the tolls and charges to be paid for the aforesaid services, powers, and privileges, to be rendered to or exercised by the Company, and the apportionment of the tolls and charges for traffic passing over or upon the undertaking of the Company, and also passing over or upon the undertakings of the aforesaid Companies or proprietors, or any of them; and to provide, if need be, for the appointment by the Company of proper officers and servants, for performing the duties and services and executing the powers aforesaid, and for the use by such officers and servants of station and other accommodation on the undertakings of the said Companies or proprietors, some or one of them.

10. To authorize and empower or require the Company and the Ely Valley Railway Company, and the Great Western Railway Company, one or more of them, and at the expense of one or more of them, as may be provided by the Act, to lay down the narrow gauge, in addition to the broad gauge, on the Ely Valley Railway, or some portion thereof; and to authorize and empower, or require the Company and the Great Western Railway Company, one or both of them, and at

the expense of one or both of them, as may be provided by the Act, to lay down the narrow gauge, in addition to the broad gauge, on the Great Western Railway, or the portion thereof, extending from the junction or junctions of the Ely Valley Railway with the Great Western Railway (South Wales Section), in the parish of of Llantrissant, in the county of Glamorgan, to Cardiff and to Newport (including all stations, sidings, and other accommodations at those places respectively), and to make such alterations in the stations and platforms, sidings, and other accommodations, on the Ely Valley Railway and the Great Western Railway respectively as may be necessary for the purposes aforesaid, and for the convenient working of those railways on the narrow gauge; and to lay down a second line of rails, on the narrow gauge, on the Mwyndy branch of the Ely Valley Railway; and to apply to such narrow gauge all the powers and facilities referred to in this notice, and to authorize the Company and the Ely Valley Railway Company, and the Great Western Railway Company, to apply any moneys, for the time being, in their hands or under their control, for or towards the objects and purposes comprised in this section; and to raise money for such objects and purposes by the creation of additional capital in their respective Companies or undertakings (ordinary or with such preferences and advantages as may be deemed expedient), or by borrowing; and it is intended to confer all such other powers for effecting such objects and purposes as may be necessary.

11. To authorize the Company to demand and receive tolls, rates, rents, and remunerations in respect of the several services, facilities, and powers in this notice mentioned or referred to, and to be rendered to or exercised by the Company.

12. To incorporate with the Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Construction Facilities Act, 1864," "The Railway Companies Powers Act, 1864," "The Railway Companies Arbitration Act, 1859," and "The Improvement of Land Act, 1864," with such modifications and alterations as may be deemed fit.

13. And for the purposes aforesaid it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the several local and personal Acts following:—Acts relating to the Ogmore Valley Railways Company, viz., 26 and 27 Vic., cap. 139; and 27 and 28 Vic., cap. 48. Act relating to the Ely Valley Extension Railway Company, viz.: 26 and 27 Vic., cap. 199. Acts relating to the Ely Valley Railway Company, viz.: 20 and 21 Vic., cap. 41; 21 Vic., cap. 30; 24 Vic., cap. 51; and 25 and 26 Vic., cap. 196. Acts relating to the Great Western Railway Company, viz.:—5 and 6 William IV., cap. 107; 6 William 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., caps. 68 and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vic., cap. 14; 9 and 10 Vic., caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 228, and 242; 11 and 12 Vic., cap. 28,

59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17 and 18 Vic., caps. 108, 120, 153, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134, and 138; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69 and 76; 72, 76, 82, 94, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 136, 151, and 198; 27 and 28 Vic., caps. 76, 176, 196, 200, 266, 295, 302, 304, and 306. Acts relating to the Taff Vale Railway Company: 6 William IV., cap. 82; 1 Vic., cap. 70; 3 and 4 Vic., cap. 110; 7 and 8 Vic., cap. 84; 8 and 9 Vic., cap. 159; 9 and 10 Vic., cap. 393; 11 and 12 Vic., cap. 23; 12 and 13 Vic., cap. 61; 20 and 21 Vic., cap. 153; 23 Vic., cap. 17; 24 Vic., cap. 51; and 26 and 27 Vic., caps. 75 and 171. Act relating to the Llantrissant and Taff Vale Junction Railway Company, viz.: 24 and 25 Vic., cap. 51. Acts relating to the Penarth Harbour Dock and Railway Company, viz.: 19 and 20 Vic., cap. 122; 20 and 21 Vic., cap. 69; 24 and 25 Vic., cap. 124; and 26 and 27 Vic., cap. 75. Acts relating to the Rhymney Railway Company, viz.: 17 and 18 Vic., cap. 193; 18 and 19 Vic., cap. 110; 20 and 21 Vic., cap. 140; 24 and 25 Vic., cap. 144; 26 and 27 Vic., cap. 202; and 27 and 28 Vic., caps. 264, 275, and 304. Acts relating to the Docks at Cardiff, constructed by the Marquis of Bute, and commonly called "Bute Docks, Cardiff, viz.: 1 William IV., cap. 133; and 4 William IV., cap. 19. Acts relating to the Newport Dock Company, viz.: 5 and 6 William IV., cap. 75; 6 and 7 William IV., cap. 66; 2 and 3 Vic., cap. 74; 4 and 5 Vic., cap. 51; 7 and 8 Vic., cap. 78; and 17 and 18 Vic., cap. 185; and the several Acts in such Acts respectively, or any of them, recited or referred to relating to the several Companies, persons, railways, and docks hereinbefore mentioned, or to any railways or docks now belonging to or held or used by the Companies or other persons hereinbefore mentioned, and all other Acts relating to such Companies, person, railways, and docks respectively.

14. And notice is hereby further given, that duplicate plans and sections, describing the line, situation, and levels of the intended railway and other works, and the lands in and through which the same may be made, 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 a published map whereon will be defined the general course or direction of such railway, together with a copy of this notice as published in the London Gazette will on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, 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 may relate to any parish in or through which the said railway and works are intended to be

made, maintained, varied, extended, or enlarged, 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 the case of any extra-parochial place with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

15. Printed copies of the intended Bill will, on or before the 23rd day of December, 1864, be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1864.

*Charles Tahourdin*, 1, Victoria-street, Westminster;

*R. W. Williams*, Cardiff;

Joint Solicitors for the Bill.

*J. Newall*, 44, Parliament-street, Parliamentary Agent.

#### In Parliament.—Session 1865.

##### Glossop Waterworks.

(Enlargement, Amendment, and Maintenance of existing Waterworks, and Construction of New Waterworks—Incorporation of Company, and Power to Company, or Local Board, or Lord Edward Fitzalan Howard, or Corporation of Borough, to Construct Works and Purchase existing Works—Power to Local Board to levy Rates, and to raise Money.)

**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 following purposes, or some of them:

To authorise the maintenance and construction of all or some of the works hereinafter mentioned, situate and being wholly in the township of Glossop, in the parish of Glossop, in the county of Derby, that is to say,—

To maintain (subject to the enlargement and reconstruction hereinafter mentioned) the two existing reservoirs of water known as the Swineshaw Reservoirs, situate in the hamlet of Glossop, in the township of Glossop aforesaid, and the conduit for supplying the same with water, and to maintain and continue the supply of water to the said two Swineshaw Reservoirs from the Blackshaw Stream and the Blackshaw Clough Stream, or any other streams or waters now supplying the same two reservoirs.

To maintain the existing reservoir on the Blackshaw Clough Stream, situate near to and immediately above the guoit leading to the mill at Hawkshead, now in the occupation of Thomas Pattison Sykes, and situate in the hamlet of Glossop, in the township of Glossop aforesaid.

To enlarge the said two Swineshaw Reservoirs to any extent not exceeding seven chains from any part of the present boundaries of such reservoirs, and to improve and alter the same reservoirs, and increase the depth thereof, and convert them into one reservoir.

To make and maintain a conduit or catchwater drain commencing from a point on the said Blackshaw Clough Stream, three and a quarter chains or thereabouts measured in an easterly direction in a direct line in or near the course of the said stream, from the weir on the said stream, at which the waters thereof are now diverted into the existing reservoirs, or one of them, and terminating at the most easterly corner of the said Swineshaw Reservoir as intended to be enlarged, being a distance of two and a half chains or thereabouts from the most easterly corner of the more

easterly of the two existing reservoirs; the said conduit being in length six and a quarter chains or thereabouts.

To make and maintain a new reservoir situate on the Blackshaw Stream, six chains or thereabouts above the north-westerly end of the existing Swineshaw Reservoirs, measured in a north-westerly direction.

To construct, lay down and maintain in the hamlet of Glossop, in the township of Glossop aforesaid, lines of pipes commencing from and out of the southern ends of the said Swineshaw Reservoirs, and terminating at and in the northern end of the said reservoir on the Blackshaw Clough Stream secondly hereinbefore mentioned.

To maintain and to alter and improve the existing aqueduct or line of pipes commencing at the larger and the more westerly end of the said Swineshaw Reservoirs firstly hereinbefore mentioned, at or near the lower end thereof, and terminating at or near the Glossop Town Hall.

To maintain all and singular other pipes, mains, branch mains, service pipes, and waterworks of the said Lord E. F. Howard, now existing in the said township of Glossop.

To take, collect, and divert into the existing and into the enlarged and new reservoirs and works, and therein impound and thence distribute the waters or a portion of the waters of the streams, brooks, and watercourses known as Blackshaw Stream and Blackshaw Clough Stream, and of all other streams, brooks, springs, watercourses, surface and other waters flowing directly or derivatively into the said Blackshaw Stream and Blackshaw Clough Stream, or either of them respectively, which will or can be intercepted by the proposed works, and all or some of which streams, brooks, watercourses, springs, and waters, or some part or parts thereof, flow or proceed directly or derivatively into the Shelf Brook, the Glossop Brook, the River Etherow, otherwise the Mersey, the auxiliary reservoir of the Manchester Corporation, situate in the parishes of Glossop and Mottram in Longdendale, near to a place called The Hague, in the last mentioned parish, into the River Goyt, into the River Mersey, into the Duke of Bridgewater's Canal, the Mersey and Irwell Navigation, and the Mersey and Irwell Canal, or some of them.

To make and maintain in the said township of Glossop, embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences necessary or desirable in connection with the before mentioned works, and for collecting, cleansing, and storing-up the waters of the said streams.

To cross, break open, alter, divert, or stop up for the purposes of the Bill, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, public places, bridges, railways, tramways, sewers, drains, goits, streams, brooks, and watercourses in the said parish of Glossop.

To purchase, by compulsion and otherwise, take on lease, and take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in any way interfere with the objects of the said Bill.

To levy and recover rates, rents, and charges for the supply of water, and to alter existing rates, rents or charges, and to confer exemptions from the payment of such rates, rents or charges.

To incorporate a Company for all or some of the purposes of the Bill.

To empower the said Company and Lord Edward F. Howard, and any Local Board which may hereafter be constituted for any district comprising the market town of Glossop, or comprising the hamlet of Glossop, or any part thereof, either alone or conjointly, with any other part of the said township of Glossop, or any incorporated body of Mayor, Aldermen, and Burgesses who may hereafter be incorporated for any borough to be formed out of the said township of Glossop, or any part thereof, or any two or more of the said Company, Lord Edward F. Howard, Local Board, and Incorporated Body, jointly, or any one of them alone, to make and maintain all or any of the said works, and to exercise all or any of the said powers.

To empower the said Company, or the said Local Board, or the said incorporated body of Mayor, Aldermen, and Burgesses, either compulsorily or otherwise, to purchase or lease the existing reservoirs and waterworks and the sites thereof of Lord Edward Fitzalan Howard, and all or any other of the works which may be constructed under the powers of the said Bill, or some of such works, and to empower and require the said Lord Edward Fitzalan Howard, and other the owners of such works, to sell and convey or demise the same to the intended Company, or such Local Board, or incorporated body of Mayor, Aldermen, and Burgesses as aforesaid, and to accept as compensation for the same mortgages, bonds, rent charges, annuities, or shares of the intended Company.

To enable such Local Board or incorporated body of Mayor, Aldermen, and Burgesses as aforesaid, to apply, for the purposes of the intended Bill, or any of them, any funds, rates or rents belonging to them, or which they may be authorised to raise, and to raise increased or additional compulsory rates on property within their jurisdiction, and to authorise such Local Board or incorporated body of Mayor, Aldermen and Burgesses, to raise additional funds for the purpose of the intended Bill, or any of them, by borrowing on the credit of the works, rates or rents to be authorised by the Bill, or on the credit of any rates or rents of any description of such Local Board or incorporated body of Mayor, Aldermen and Burgesses, or any of their property.

And it is also intended in the said Bill to incorporate the provisions or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Waterworks Clauses Acts, 1847 and 1863;" "The Commissioners Clauses Act, 1847;" or some of them; and so far as needful "The Public Health Act, 1848," and "The Local Government Act, 1858."

And notice is hereby further given, that plans and sections of the said works showing the situation and levels thereof, with a book of reference to such plans, 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 at the office of the Clerk of the Peace for the county of Derby, at Derby, in that county; and that on or before that day a copy of the said plans, sections, and book of reference, and a copy of this Notice as

published in the London Gazette, will be deposited for public inspection with the parish clerk of the said parish of Glossop, at his residence; 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 other parish in or through which the intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a like copy of this Notice, will be deposited with the parish clerk of each such other parish at his place of abode.

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

Dated this eleventh day of November, 1864.

*Thomas Michael Ellison, Glossop, Solicitor for the Bill.*

### Brixham Harbour.

(Application for Provisional Order; Amendment of Act relating to Commissioners for improving the Harbour and Market at Brixham, 1 Vict., cap. 75; Regulation of Capital).

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, on or before the 23rd day of December, 1864, by the Commissioners for improving the harbour and market of Brixham (hereinafter called the Commissioners), to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861;" and "The General Pier and Harbour Act, 1861, Amendment Act;" and to confer on the Commissioners the following or some of the following, among other powers (that is to say):—

To reduce the amount which the Commissioners may borrow under their Act of incorporation, and to enable them from time to time to grant a preference or priority in the payment of the interest on portions of money raised or to be raised under the powers of the said Act, and the order or either of them.

To amend the Act 1 Vict., cap. 75, relating to the Commissioners.

And notice is hereby further given, that on or before the 30th day of November, 1864, 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 the Custom House, at Brixham aforesaid, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling to all persons applying for the same, at the offices of the Solicitor and Parliamentary Agent for the Commissioners, as undermentioned.

*R. W. Wolston, Brixham, Solicitor.*

*Henry Moon, 6, Manchester-buildings, Westminster, Parliamentary Agent.*



## Launceston and Holsworthy Railway.

(Incorporation of Company for Construction of Railway Powers to South Devon and Launceston and South Devon Railway Companies, Running Powers, 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, herein called the "Company," for the construction and maintenance of the railway hereinafter mentioned, with all necessary approaches, stations, and works connected therewith, that is to say:—

A railway commencing in the parish of Lawhitton, in the county of Cornwall, by a junction with the authorized line of the Launceston and South Devon Railway, in or near a certain occupation road numbered 50, in the parish of Lawhitton, on the deposited plans of the said railway referred to in the Launceston and South Devon Railway Act, 1862, and terminating in the parish of Holsworthy, in the county of Devon, at or near the north-east extremity of a field, the property of the representatives of the Reverend Samuel Hart, in the occupation of George Braund, and which said field adjoins the parish road from Launceston to Holsworthy, and is numbered 1308 in the tithe apportionment of the said parish of Holsworthy, which said intended railway will 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, Lawhitton, St. Stephens by Launceston, Boyton, and North Tamerton, in the county of Cornwall, Lifton, Werrington, St. Giles in the Heath, Northcott Hamlet, Luffincot, Tetcot, Clawton, Hollacombe, Pyworthy, and Holsworthy, in the county of Devon.

And in the said intended Act the following powers, or some of them, will be taken, that is to say, to stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, railways, aqueducts, rivers, navigations, streams, drains, and watercourses, within the said 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 said intended railway and works. To purchase by compulsion or otherwise lands and houses for the purpose of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with such land and houses, or which would interfere with the construction of the said railway and works, and to confer other rights and privileges. To levy tolls, rates, and duties for, or in respect of, the said railway and works, and to confer exemptions from the payment of such tolls, rates, and duties, to enable the Company on the one hand, and the South Devon and Launceston and South Devon Railway Companies on the other hand, from time to time to enter into and carry into effect agreements with respect to the construction, working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof respectively, by the South Devon and Launceston and South Devon Railway Companies, or either of them, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for the undertaking of the contracting Companies, and the divisions and appro-

priation of the revenue arising from that traffic upon the undertaking of the contracting Companies, or either of them, and to authorize the appointment of joint committees for carrying into effect any such agreements as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

To empower the Company and other Companies and persons working or using the said intended railway, either by agreement or otherwise, to run over, work, and use with their engines and carriages and for the purposes of their traffic of every description, so much of the Launceston and South Devon Railway as lies between the proposed point of junction therewith of the said intended railway, and the Launceston station, together with the Launcester station and conveniences connected therewith, upon such terms and conditions as may be defined in the said intended Act, or as may be settled (in default of agreement) by the Board of Trade or by arbitration, and further to require the said Launceston and South Devon Company to afford all requisite facilities for the purposes aforesaid, or for the purpose of the forwarding the traffic of the said intended railway.

To amend, alter, to enlarge, or to repeal, so far as may be necessary for the purposes aforesaid, the following Acts, local and personal, or some of them, viz., the 7 and 8 Vic., cap. 69; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 Vic., cap. 1; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103; and any other acts relating to the South Devon Railway Company, and the Launceston and South Devon Railway Act, 1862; and with the said intended Act will be incorporated the powers and provisions of the following Acts, or some of them: The Companies Clauses Consolidation Acts, 1845 and 1863; The Lands Clauses Consolidation Acts, 1845, 1860, and 1863, and the Railway Clauses Consolidation Acts, 1845 and 1863.

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 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 published map showing the general course and direction of the said intended railway 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 Cornwall, at his office at Saint Austell in that county, and with the Clerk of the Peace for the county of Devon, at his office at Exeter, in that county, 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 intended railway and works are intended to be made, together with a copy of the said Gazette 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 residence.

Printed copies of the said proposed Act 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, 1864.

*Manning and Walker*, Solicitors to the Bill,  
20, Great George-street, Westminster.

**Tunbridge Wells (Commissioners') Water-Works.** (Powers to the Tunbridge Wells Improvement Commissioners (constituting the Local Board of Health for the district of Tunbridge Wells, in the counties of Kent and Sussex) to purchase, lease, and acquire undertakings of the Calverley Water-Works Company (Limited), and the Tunbridge Wells Water Company, and to construct Water-Works and supply Water to the district of Tunbridge Wells and neighbourhood; Powers to levy and apply Rates, &c., and to Borrow Money on the security thereof; 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 for all or some of the following purposes:—

To authorise the Tunbridge Wells Improvement Commissioners, constituting the Local Board of Health (hereinafter called "the Commissioners") of or acting in and for the district of Tunbridge Wells, in the counties of Kent and Sussex (hereinafter called the district), to purchase by agreement, or to lease all or some of the undertakings, water-works, reservoirs, lands, houses, and other works, mains, conduits, plant, stock, rights, powers, and privileges now vested in or exercisable by "The Calverley Water-works Company (Limited)," and "The Tunbridge Wells Water Company" (hereinafter called "the two Companies") respectively, or either of them, and to authorise the two Companies respectively to sell and convey, or to let and transfer the same; and to enable the Commissioners and the two Companies, or other the owners or person or persons interested in or entitled to the aforesaid undertakings, from time to time to make agreements and arrangements for the transfer or vesting in or leasing to the Commissioners such undertakings, or either of them, or any part or parts thereof respectively; and to confer all powers necessary for such purpose or purposes.

To provide for the winding up and dissolution of the two Companies respectively, and all other matters incidental to their disposing of their respective undertakings and property.

To authorise the Commissioners to make and maintain all or any of the following works, and exercise the following powers for better supplying the district and other places hereinafter mentioned with water: that is to say:—

A reservoir or reservoirs, to be situate in the parish of Pembury, in the county of Kent, in lands at the foot of Cockshoot Hill, and on the eastern or north-eastern side of the road leading from Pembury Lower Green to Pembury Old Church, and which lands are respectively numbered 778, 917, and 918 on the tithe commutation map for the parish of Pembury.

An aqueduct, conduit, or line of pipes, commencing in the said parish of Tonbridge, in a hop garden numbered 2644 on the tithe commutation map of the said parish of Tonbridge, and terminating in the parish of Pembury, in the county of Kent, at the intended reservoir or reservoirs above described, which said intended aqueduct, conduit, or line of pipes will be wholly made or situate within the parishes of Tonbridge and Pembury, in the county of Kent.

An aqueduct, conduit, or line of pipes situate wholly within the said parish of Tonbridge, commencing in a wood numbered 2641 on the tithe commutation map of the said parish of Tonbridge, at a point about 200 yards westward from the Decoy Pond in the said wood, and terminating by a junction with the intended aqueduct, conduit, or line of pipes above described near the Decoy Pond.

An aqueduct, conduit, or line of pipes, commencing in the said parish of Tonbridge, in the northern portion of a wood numbered 2947 on the

tithe commutation map of the said parish of Tonbridge, and terminating in the said parish of Pembury, by a junction with the intended aqueduct, conduit, or line of pipes firstly hereinbefore described at or near an enclosure numbered 905 on the tithe commutation map of the said parish of Pembury, which said intended aqueduct, conduit, or line of pipes will be wholly made or situate within the said parishes of Tonbridge and Pembury.

An aqueduct, conduit, or line of pipes situate wholly within the said parish of Tonbridge, commencing in the northern portion of a wood, numbered 2946 on the tithe commutation map of the said parish of Tonbridge, and terminating by a junction with the intended aqueduct, conduit, or line of pipes thirdly hereinbefore described, at or about the north corner of the said wood, numbered 2947.

An aqueduct, conduit, or line of pipes, commencing in the parish of Brenchley, in the county of Kent, in enclosures numbered respectively 660 and 704 on the tithe commutation map of the said parish of Brenchley, or in one of such enclosures, and terminating in the said parish of Pembury, at the intended reservoir hereinbefore described, which said intended aqueduct, conduit, or line of pipes will be wholly made or situate within the parishes of Brenchley, Capel, and Pembury, in the county of Kent.

An aqueduct, conduit, or line of pipes wholly situate within the said parish of Pembury, commencing in an enclosure numbered 578 on the tithe commutation map of the said parish of Pembury, and terminating by a junction with the intended aqueduct lastly hereinbefore described on the north side of Herrings' Mill Wood.

An aqueduct, conduit, or line of pipes situate wholly within the said parish of Pembury, commencing in an enclosure numbered 781 on the tithe commutation map of the said parish of Pembury, and terminating at the intended reservoir hereinbefore described.

A reservoir or reservoirs, to be wholly situate within the said parish of Tonbridge, in enclosures numbered respectively 2990 and 2992 on the tithe commutation map for the said parish of Tonbridge, or in one of such enclosures.

An aqueduct, conduit, or line of pipes commencing in the said parish of Pembury, from and out of the intended reservoir or reservoirs firstly hereinbefore described, and terminating in the said parish of Tonbridge, at the intended reservoir or reservoirs lastly hereinbefore described, which said intended aqueduct, conduit, or line of pipes will be wholly made or situate within the said parishes of Pembury and Tonbridge.

An aqueduct, conduit, or line of pipes situate wholly within the parish of Frant, in the counties of Kent and Sussex, or one of them, commencing from and out of the easternmost reservoir of two reservoirs, called or known as the "Tangier's Reservoirs," belonging to or leased by the Tunbridge Wells Water Company, and terminating in the upper reservoir of that Company, in a field called or known as the "Turnpike Gate Field" or "Folly Field."

To empower the Commissioners in the construction of the said several works to deviate from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned to the extent to be defined in the said Act.

To authorise the Commissioners to take, collect, divert, impound, and use the waters of the streams, brooks, or water-courses now supplying certain mills in the said parish of Pembury, called or known by the name of Herrings' Mill, otherwise Keys' Mill and Pembury Mill, otherwise Spring Grove Mill, and a certain mill in the parish of



Tudeley, in the county of Kent, called or known by the name of Badsell Mill, and of a certain stream flowing from Tangier's Spring and Benhall Mill, in the said parish of Frant, to Pattenden's or Hammond's Mill, in the parish of Marden, in the county of Kent, and of all other brooks, streams, springs, surface and other waters flowing directly or derivatively into the River Medway, which will or can be intercepted or diverted by the intended works.

To authorise the Commissioners to construct embankments, cuts, drains, sluices, filter-beds, pumping-works, engines, tunnels, roads, approaches, and other works and conveniences, within the said respective parishes in connection with the water-works, or for the purpose of diverting, intercepting, or raising the waters to be taken as aforesaid; and to stop up, alter, break up, or divert any public and private streets, roads and ways, turnpike roads, commons, and other open places, sewers, culverts, and drains for the purposes of the intended works, and the making, maintaining, and using of mains, pipes, works, and conveniences, in, through, or under the same respectively, and the exercise of all other necessary powers for the construction, maintenance, and use of the intended works, and the supply of water.

The whole of the intended works will be situate in or pass from, through, or into the several parishes or places of Brencley, Tudely, Capel, Pembury, Tonbridge, and Speldhurst, in the county of Kent, and Tunbridge Wells and Frant in the counties of Kent and Sussex, or some of them.

To authorise the Commissioners to purchase by compulsion or otherwise, lands, houses, and other property required for the purposes of the intended Act, and to take or acquire, by compulsion or otherwise, easements and rights over any lands, springs, streams, or water, or any partial or limited interest therein.

To authorise the Commissioners to raise money upon mortgage bond or annuity to be secured upon the present or future property, rates, charges, and income of the Commissioners; and to charge and apply all or any of the rates and charges and income already or hereafter authorised to be made and levied, and received by the Commissioners for all or any of the purposes of the intended Act; and to levy and receive rents, rates, charges, and payments in respect to the supply of water, and for other the purposes of the intended Act.

To authorise the Commissioners to supply water obtained by the construction of the intended works and under the powers of the intended Act, for domestic, trade, sanitary, and other purposes within the district, and also within the whole or any portion of the several parishes of Tonbridge, Pembury, and Speldhurst, in the county of Kent, and the parish of Frant, in the counties of Kent and Sussex, or one of them, and to levy and receive rates, rents, and charges for such supply.

To incorporate in the Bill all or some of the provisions of "The Lands Clauses Consolidation Act, 1845," "The Water-works Clauses Act, 1847 and 1863," "The Commissioners Clauses Act, 1847," and "The Lands Clauses Consolidation Act Amendment Act, 1860."

To authorise the Commissioners to sell, lease, or otherwise dispose of, as they think fit, lands or other property acquired by them under the intended Act, and not required for the purposes thereof.

To levy tolls, rates, and duties; to alter existing tolls, rates, and duties; to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties; and to vary and extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes

of the intended Act, and to confer other rights and privileges.

To alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the Acts following, or some of them, that is to say; an Act passed in the 5th and 6th years of the reign of William 4th, cap. 72, intitled, "An Act for Lighting, Watching, Cleansing, Regulating, and otherwise improving the town of Tunbridge Wells, in the counties of Kent and Sussex, and for regulating the Supply of Water, and establishing a Market within the said town;" "The Tunbridge Wells Improvement Act, 1846," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Supplemental Act, 1860 (No. 2)," "The Local Government Act, 1858—Amendment Act, 1861," "The Local Government Supplemental Act, 1864 (No. 2)," "The Rusthall Manor Act, 1739," "The Rusthall Manor Act, 1863," "The Tunbridge Wells Gas Act, 1864."

And notice is hereby further given, that on or before the 30th day of November instant plans and sections of the intended works, 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 all lands and houses intended to be taken under the powers of the intended Act; 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 Kent, at his office at Maidstone, and with the Clerk of the Peace for the county of Sussex, at his office at Lewes, 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 of the parishes in or through which the works are intended to be made, or in which any lands or houses intended to be taken are situated, 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 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 for effecting the objects aforesaid 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, 1864.

*W. C. Cripps*, Tunbridge Wells;  
*Halse, Trustram, and Birt*, 61, Cheapside,  
and Tunbridge Wells;

Joint Solicitors for the Bill.  
*H. and W. Toogood*, 16, Parliament-  
street, Westminster, Parliamentary  
Agent.

Southam Railway.

Further Powers.

(Powers to Great Western and London and North-Western Railway Companies; Lease or Sale of Railway, Increase of Capital.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act for the purposes following, or some of them, that is to say:—

To enable the Southam Railway Company (herein called "the Company") on the one hand, and the Great Western and London and North Western Railway Companies on the other hand, from time to time to enter into and fulfil agreements for and in respect of the construction, working, management, and use of the Southam Railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic, and the payments to be made and the division and apportionment of the revenues arising from such traffic, and

the appointment of joint committees for carrying into effect any such agreements.

To alter the tolls, rates, and duties which the Company are now authorised to take on their line, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company to let, either in perpetuity or for any limited period, and also to sell and transfer to any Company to be incorporated in the ensuing Session of Parliament for the construction of a railway from the Southam Railway to Coventry, the railway works and conveniences constructed, or to be constructed, lands, property, rights, powers, privileges, easements, and authorities, agreements, and benefits of agreements, present or future, of the Company, affecting the undertaking of the Company, for such respective rents, prices, and conditions, and on such terms as have been or may be agreed upon, and to enable the proposed Company to take such lease and accept such transfer, to sanction and give effect to agreements between the Company on the one hand, and the proposed Company on the other hand, for the purposes aforesaid.

And it is intended, as far as may be requisite or desirable for any of the purposes of the intended Act, to amend or repeal the provisions of the Acts of Parliament following, or some of them, that is to say, 5 and 6 Wm. IV. cap. 107; 6 Wm. IV. caps. 36, 38, 77 and 79; 1 Vic. caps. 91 and 92 (1837) 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. (1842), 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, 326, 335, 337, 338, 369, 383, 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. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic. caps. 55, and 85; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 44, 98, and 100; 14 and 15 Vic. caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 117, 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic. caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic. caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic. caps. 11, 59, 69, 98, 102, 139, 171, and 191; 19 and 20 Vic. caps. 109, 123, 126, 132, and 137; 20 and 21 Vic. caps. 8, 24, 54, 96, and 158; 21 and 22 Vic. caps. 90, 139, and 146; 22 Vic. cap. 13; 22 and 23 Vic. caps. 1, 40, 64, 76, 105, 120, and 138; 23 and 24 Vic. cap. 69; 24 Vic. caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, 215, and 240; 25 and 26 Vic. caps. 127 and 196; 26 and 27 Vic. caps. 113, 151, 168, 172, and 198; and 27 and 28 Vic. caps. 306, 200, 266, 76, 176, 304, and 295; and all other Act or Acts relating directly or indirectly to the Great Western Railway Company.

The 8th and 9th 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, 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. 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. caps. 130 and 131; 22

and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic. caps. 77 and 79; 24 and 25 Vic. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic. caps. 209, 208, 198, 66, and 104; and 27 and 28 Vic. caps. 194, 278, 226, 200, 296, 62, 263, 309, 220, and 196, and all other Acts relating to or affecting the London and North Western Railway Company.

To increase the capital of the Company by the creation and issue of shares and stock, and to borrow further sums of money on mortgage and bond, and to create stock with or without a preference or priority of interest or dividend, and other special privileges, and to confer, vary, or extinguish other rights and privileges.

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

Dated this 10th day of November, 1864.

*Edward Poole*, Southam, Solicitor for the Bill.

*Manning and Walker*, 20, Great George-street, Parliamentary Agents.

#### In Parliament.—Session 1865.

#### Lancashire Union and Lancashire and Yorkshire Railways.

(Power to Lancashire Union Railways Company to become Joint Owners with Lancashire and Yorkshire Railway Company of Railway authorized by Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864; Authorizing Agreements between Lancashire Union and Lancashire and Yorkshire Railway Companies; 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 vest in the Lancashire Union Railways Company (hereinafter called "the Company"), jointly with the Lancashire and Yorkshire Railway Company, the powers granted by the "Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864," for the construction, maintenance, management, and use of the railway first described in and authorized by that Act, and the works connected therewith; and to enable the Company to become joint owners with the Lancashire and Yorkshire Railway Company, on equal terms, of the said railway and works, and the lands and other property taken and used for the purposes thereof; and to execute jointly with the Lancashire and Yorkshire Railway Company the powers of the said Act in reference thereto, including the levying and receiving by the Company and the Lancashire and Yorkshire Railway Company, jointly or severally, of tolls, rates, and charges in respect of the said railway and works; and, if need be, to vary the tolls, rates and charges authorized by the said Act in respect of the said railway and works; and to levy other tolls, rates, and charges in lieu thereof; and also to enable the Company and the Lancashire and Yorkshire Railway Company, from time to time, to enter into and carry into effect contracts, agreements, and arrangements, with respect to the acquisition of the necessary lands and property, to the working, management, maintenance, and use of the said railway; the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic; the payments to be made, and the conditions to be performed, with respect to such working, management, maintenance, and use; the receipt, interchange, accom-

modation, conveyance, forwarding, and delivery of traffic coming from or destined for the said railway; and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid; or the Bill will itself provide for all or any of the matters aforesaid.

And the said intended Act will also contain provisions authorizing the appointment of joint committees or board of directors for carrying into effect the objects aforesaid, or any of them.

And it is also proposed by such intended Act to authorize the Company to apply to the purposes thereof, or any of them, any of their existing funds, and any moneys which they have power to raise under "The Lancashire Union Railways Act, 1864."

And it is also proposed by the intended Act to repeal, alter, amend, or enlarge, so far as may be necessary for the purposes aforesaid, some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—"The Lancashire Union Railways Act, 1864;" "The Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859;" and "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864;" and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company.

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 this 10th day of November, 1864.

*Thomas Part,* } Solicitors, Wigan.  
*Mayhew and Son,* }  
*Pritt, Sherwood, Venables, and Grubbe,* 7,  
Great George-street, Westminster, Parli-  
amentary Agents.

#### In Parliament.

##### Barry Railway.

(Incorporation of Company; Construction of Railway from Peterston Station of the South Wales Railway to Cadoxton Juxta Barry, with Branch to Sully; Arrangement with the Great Western Railway Company; other Powers 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, with power to construct and maintain the following railways, or either of them, with all proper and necessary works, stations, conveniences, embankments, and approaches connected therewith, or incident thereto respectively (that is to say):

No. 1. A Railway commencing in the parish of Peterston-super-Ely, in the county of Glamorgan, by a junction with the South Wales Railway, at a point 500 yards or thereabouts, in an easterly direction from the Peterston Station of that railway, and terminating in the parish of Cadoxton Juxta Barry, in the county of Glamorgan, in a certain arable field there called "Cleveland," of which Robert Francis Lascelles Jenner, Esquire, is the owner, or reputed owner, and Thomas Jones is the occupier.

No. 2. A Railway commencing in the said parish of Cadoxton Juxta Barry, by a junction with the intended railway, No. 1, hereinbefore described, in a certain meadow field there called "Weston Meadow," of which Robert Francis Lascelles Jenner, Esquire, is the owner, or reputed owner, and Thomas Jones the occupier,

and terminating in the parish of Sully, in the said county of Glamorgan, on the western part of a certain field called the Warren, at a place there called the Tump, of which field Sir Ivor Bertie Guest, Baronet, is the owner, or reputed owner, and Walter Evans the occupier, which said intended railways and works respectively will be made in and pass from, in, through, or under the several parishes, townships, and extra-parochial, or other places following (that is to say):—Peterston-super-Ely, Llanbadarfro, St. Bride's-super-Ely, Llansaintfread, St. Nicholas, Michaelston-super-Ely, St. George's, St. Fagan's, St. Lythan's, Wenvoe, Wrinstone, Beauville, Bovil, Bovilston, St. Andrew's, Dynas-Powis, Cadoxton, Cadoxton Juxta Barry, Merthyrdoan, Sully, East Barry, and Barry, or some of them, all in the said county of Glamorgan.

And it is further proposed by such intended Act to empower the said intended Company to purchase lands and houses by compulsion or agreement for the purposes of the said intended railways and works, or some of them, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, or any or either of them, and to confer other rights and privileges.

And it is also proposed by the said intended Act to authorise the breaking up, crossing, alteration, diversion, or stopping up, either permanently or temporarily, as the case may require, of all highways, streets, ways, turnpikes, and other roads, footpaths, railways, tramways, reservoirs, goits, canals, aqueducts, towing paths, bridges, streams, rivers, watercourses, sewers, pipes, and drains within or adjoining, or near to the aforesaid parishes, townships, and extra-parochial, or other places, or any of them, with which it may be necessary to interfere in the construction and use, or otherwise, for the purposes of the said intended railways or works, or either or any of them.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, and charges for and in respect of the said intended railways and works, or either of them, and to grant exemptions from the payment of such tolls, rates, and charges.

And it is also proposed by the intended Act to empower the Company thereby to be incorporated and the Great Western Railway Company to enter into and carry into effect agreements and arrangements with reference to the laying down of additional lines of rails upon so much of the South Wales Railway as is situate between the junction therewith of the proposed Railway No. 1, and Llantrissant on the west, and Cardiff and Newport on the east, and with reference to the use by the Company of such additional lines of rails, and to alter, amend, and enlarge, so far as may be necessary for the purposes aforesaid, the Acts 5 and 6 William 4, cap. 107, and 26 and 27 Vict., cap. 198, and any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby given, that plans and sections of the said intended railway or railways and works, and a book of reference thereto, together with a published map, showing the general course and direction of the said proposed railway or railways, and also 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 Glamorgan, at his office, in the town or borough of Cardiff; and that 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 intended railway or railways and works are proposed to be made, and also a copy of the said Gazette notice will be deposited on or before the 30th day of November instant with the parish clerk of each such parish at his residence, and as regards any extra-parochial place (if any) with the parish clerk of some adjoining parish at his residence.

And notice is hereby 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 the 14th day of November, 1864.

*Edward Reddish*, 27, Great James-street, Bedford-row, London, W.C., Solicitor for the Bill.

*Pritt, Sherwood, Venables, and Grubbe*, 7, Great George-street, Westminster, Parliamentary Agents.

#### Coventry Central Station and Southam Junction Railway.

(Incorporation of Company; Construction of Railways; Powers to Great Western, Midland, and Southam Railway Companies; 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, and to confer upon such Company powers to make the following railways, with all necessary works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway (Number 1) commencing in the parish of the Holy Trinity, in the city of Coventry, in the county of Warwick, in or near a certain field belonging to Thomas Cope, Esquire, in the occupation of James Ingram, and known as the Priory Fields, at Priory-street, in the said city of Coventry, near to the junction of that street with a certain new street called Cope-street, and being eight chains, or thereabouts, southward, measured from the junction of Ford-street with Priory-street aforesaid, and terminating in the parish of Birdingbury, in the county of Warwick, by a junction with the authorised line of the Southam Railway, in or near a certain field numbered 18, in that parish, on the deposited plans of the said railway, referred to in the Southam Railway Act, 1864.

A railway (Number 2) commencing in the parish of St. Michael, Coventry, by a junction with the hereinbefore described Railway No. 1, in or near a certain field belonging to the Marquis of Hertford, in the occupation of Thomas Gardner, known as Town Wall Close, and terminating in the hamlet of Radford, in the parish of Holy Trinity, Coventry, in the county of Warwick, by a junction with the Coventry and Nuneaton Branch of the London and North-Western Railway at a point 84 yards, or thereabouts, north of the mile-post thereon denoting 96½ miles from London, and which said intended railways and works will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say:—The Holy Trinity, Coventry, Saint Michael, Coventry, Radford, Shortley, Pinley, Whitley, Baginton, Willenhall, Stoke, Ryton-upon-Dunsmore, Stretton-upon-Dunsmore, Bubbenhall, Princethorpe, Wappenbury, Hunningham, Frankton, Marton, Eathorpe, Bourn-on-Dunsmore, and Birdingbury, otherwise Birdingbury, all in the county of Warwick.

For the purposes of the said railways and works it is intended by the Bill to apply for powers to

cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, sewers, drains, rivers, and canals; to purchase lands, houses, and other property compulsorily; to levy tolls, rates, and charges; and to alter existing tolls, rates, and charges; and to confer, vary, and extinguish other rights and privileges.

The Bill will either incorporate a Company for the purposes aforesaid, or empower the Southam Railway Company to construct the proposed railways and works, or any part thereof, and to raise capital for the purpose, or to subscribe towards or guarantee interest on the capital of the Company to be incorporated, and for those purposes to raise capital by shares or stock, and by loan, and to attach to such capital preference or priority of dividends or interest, or other advantages over their existing capital.

The Bill will also enable the proposed Company on the one hand, and the Southam, Great Western, and Midland Railway Companies on the other hand, or any or either of them, from time to time to enter into and fulfil agreements for and in respect of the construction, working, management, and use of the proposed railways, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic, the payments to be made, and the division and appropriation of the revenue arising from such traffic, and the appointment of joint committees for carrying into effect any such agreement.

The Bill will enable the Company, their officers, and servants, and also all corporations and persons lawfully using the said intended railways, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, the Southam Railway, and all stations, watering-places, sidings, works and conveniences connected therewith, upon such terms (in default of agreement) as shall be settled by arbitration or by the Board of Trade.

The Bill will also take powers to authorise the Southam, Great Western, and Midland Railway Companies, or any or either of them, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them, under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorised capital; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividends upon the said capital, or any part thereof, and to appoint Directors of the Company.

The Bill will incorporate with itself the necessary provisions of the Companies Clauses Consolidation Acts, 1845 and 1863; the Lands Clauses Consolidation Acts 1845 and 1860; the Railways Clauses Consolidation Acts, 1845 and 1863; and it will amend and enlarge or repeal, as far as may be necessary, the several local and personal Acts of Parliament following, or some of them, that is to say:—5 and 6 Wm. IV. cap. 107; 6 Wm. IV. caps. 36, 38, 77, and 79; 1 Victoria, 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. 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, 326, 335, 337, 338, 369, 383, 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. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 12 and 13 Vic., caps. 55 and 85; 13 Vic. caps. 6 and 7; 13 and 14 Vic. caps. 6, 7, 44, 98, and 110; 14 and 15

Vic. caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic. caps. 9, 117, 125, 133, 140, 145, 146, 147, 165, and 168; 16 and 17 Vic. caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic. caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 and 19 Vic. caps. 11, 59, 69, 98, 102, 139, 171, and 191; 19 and 20 Vic. caps. 109, 123, 126, 132, and 137; 20 and 21 Vic. caps. 8, 24, 54, 96 and 158; 21 and 22 Vic. caps. 90, 139, and 146; 22 Vic. cap. 13; 22 and 23 Vic. caps. 11, 40, 64, 76, 105, 120 and 138; 23 and 24 Vic. cap. 69; 24 Vic. caps. 32 and 36; 24 and 25 Vic. caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, 215, and 240; and 25 and 26 Vic. caps. 127 and 196; 26 and 27 Vic. caps. 113, 127, 151, 172, 198, 204, and 227; and 27 and 28 Vic. caps. 306 and 127; and all other Acts relating to the Great Western Railway Company.

The local and personal Acts, 7 and 8 Vic. caps. 18 and 59; 8 and 9 Vic. caps. 38, 49, 56, 90, and 181; 9 and 10 Vic. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic. caps. 21, 88, and 131; 14 and 15 Vic. caps. 57, 88, and 113; 16 Vic. cap. 33; 16 and 17 Vic. cap. 108; 19 and 20 Vic. cap. 54; 20 and 21 Vic. cap. 134; 22 and 23 Vic. caps. 130 and 136; 23 and 24 Vic. caps. 52, 65, 66, 67, 72 and 91; 24 and 25 Vic. caps. 57, 106, and 139; 25 and 26 Vic. caps. 81, 90, 91, and 173; 26 and 27 Vic. caps. 74, 182, and 183; and 27 and 28 Vic. caps. 125, 144, 230, and 231; and all other Acts relating to the Midland Railway Company, and the Southam Railway Act, 1864.

Duplicate plans and sections describing the line, situation, and levels of the proposed railways and works, 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 or lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to show their general course and direction, and a copy of this Notice, as published in the London Gazette, will on before the 30th day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office, in Stratford-upon-Avon; and on before the same day a copy of so much of the said plans sections and book of reference as relates to each parish in or through which the said railways and works will be made, or in which any lands, houses, or other property to be taken are situated, and a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence, and in case of any extra-parochial place, the said documents will be deposited with the clerk of some parish immediately adjoining such extra-parochial place at his place of residence.

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

Dated this 10th day of November, 1864.

*Minster and Son,*  
*Henry I. Davis,*  
*Thomas Browett,* } Coventry,

*Edward Poole,* Southam,  
Solicitors to the Bill.

*Manning and Walker,* 20, Great George-street,  
Westminster, Parliamentary  
Agents.

### Hyde Park Gate Estate.

(Power to construct new street—to stop up Gloucester-road, in the parish of St. Mary Abbots, Kensington, &c.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to introduce a Bill for the making of a street or road commencing at the south end of Gloucester-road, otherwise Hogmore-lane, and the east end of Canning-place, in the parish of St. Mary Abbots, Kensington, in the county of Middlesex, and terminating in the Kensington-road, at or about one hundred feet west of the north end of Gloucester-road aforesaid, in the said parish of St. Mary Abbots, Kensington, which said street or road will be entirely in the said parish of St. Mary Abbots, Kensington, in the county of Middlesex.

And it is intended to take power in the said Bill when the said new road or street shall have been finished and dedicated to the public, permanently to stop up so much of Gloucester-road aforesaid as lies between the Kensington-road and the south-east end of Canning-place, and immediately thereafter to vest the fee simple and inheritance thereof in some of the owners of the adjoining lands, that is to say, part thereof in the trustees of "The Charity Estates of Lord and Lady Campden's bequest," and "Cromwell's Gift," as if the same had heretofore been part of their trust estates; and the remaining part thereof in William Dunnage, George Plucknett, William Rodrigues Rogers, Thomas Robinson, and William Marriott Dunnage, or some of them; the owners or persons beneficially entitled to the "Hyde Park Gate Estate," and their mortgagees, as if such remaining part had heretofore been part of the "Hyde Park Gate Estate," and to extinguish all rights of way, and other rights, easements, and privileges of what nature or kind soever, over, under, or in connection with the said Gloucester-road, and to confer, vary, or extinguish any existing tolls, rates, or duties, and all other rights and privileges in anywise connected therewith.

And it is also proposed by the said Bill to incorporate all or some parts of the "Lands Clauses Consolidation Act, 1845," and to apply for powers to purchase lands, houses, easements, and other property compulsorily, and to cross, divert, alter, or stop up, whether temporarily or permanently, all roads, streets, footpaths, drains, sewers, pipes, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended street or road, and also to take up and entirely to remove all gas, water, and other pipes and mains under, over, or along the said Gloucester-road.

It is intended to confer the foregoing powers on the said William Dunnage, George Plucknett, William Rodrigues Rogers, Thomas Robinson, and William Marriott Dunnage, or some of them.

And the said Bill will contain all usual and necessary powers for carrying into effect the purposes of the said Bill.

Duplicate plans and sections describing the line, situation, and levels of the proposed street or road, and the lands, houses, and other property which are intended to be taken under the powers of the Bill, together with the book of reference to such plans, containing the names of the owners and lessees, or the reputed owners and lessees, and of the occupiers of such lands, houses, and other 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 for public inspection with the Clerk of the Peace for the

county of Middlesex, at his office at the Sessions House, Clerkenwell, and with the vestry clerk of the parish of Saint Mary Abbots, Kensington, at the vestry hall of the said parish, High-street, Kensington.

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 15th day of November, 1864.

*John Evans*, 59, Lincoln's-inn-fields,  
Solicitor for the Bill.

*Sudlow and Co.*, 8, Manchester-buildings,  
Westminster, Parliamentary Agents.

#### In Parliament.—Session 1865.

##### Llanelly Railway and Dock Company.

(Extension to Mumbles; Interference with Swansea Bay; and with Powers of Swansea Harbour Trustees; Amendment of Acts.)

**N**OTICE is hereby given, that "The Llanelly Railway and Dock Company" (who are herein referred to as "the Company") intend to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes.

To enable them to make and maintain the railway hereinafter mentioned, with all needful works, stations, approaches, wharves, landing-places, and conveniences connected therewith, that is to say:—

A railway commencing by a junction with the Company's authorized Swansea line at a point in the parish of Swansea about 6½ chains east of the bridge in the course of construction for carrying the said Swansea line over the turnpike road leading from Swansea to the Mumbles, passing thence, through, or into the parishes of Swansea, Bishopstone, and Oystermouth, in the county of Glamorgan, or some of those parishes, to the Mumbles Point, and thence extending into Swansea Bay, a distance of about one hundred yards, terminating in such bay at a point about a quarter of a mile north-west of the Mumbles Light-house.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To empower the Company from time to time to excavate, deepen, and improve so much of Swansea Bay fronting Mumbles Point and Middle Isle as may be necessary for securing access by vessels to the proposed railway and any of the works connected therewith.

To enable the Company to deviate from the line of railway and works to any extent within the limits of deviation to be shown upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, navigations, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and other works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Company to apply their existing funds, and any moneys which they have still power to raise, to the purposes of the said rail-

way and other works, and for the same purposes to raise additional capital, by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

The Bill will vary and extinguish all existing rights and privileges of the Swansea Harbour Trustees in or over Swansea Harbour which would interfere with the Company in the construction or maintenance of any of the works in Swansea Bay, and the Bill will exempt all ships and vessels using the works of the Company from the payment of any rate or toll, if any, now leviable by or payable to the said trustees, and the Bill will to this extent alter the tolls and charges now authorized to be taken by the said trustees, and the Bill will also vary and extinguish all other rights and privileges which would interfere with any of the objects of the Bill, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847," and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Company, namely, "The Llanelly Railway and Dock Act, 1853," "The Llanelly Railway and Dock Act, 1860," "The Llanelly Railway and Dock (New Lines) Act, 1861," "Llanelly Railway and Dock Act, 1862," "The Llanelly Railway and Dock Act, 1863," "The Llanelly Railway and Dock (Further Powers) Act, 1864," and "The Llanelly Railway and Dock Company's (Capital) Act, 1864," and also of the following and of any other Acts relating to the Swansea Harbour Trustees, namely, "The Swansea Harbour Act, 1854," "The Swansea Harbour Act, 1857," "The Swansea Harbour Act, 1859," "The Swansea Harbour Act, 1860," "The Swansea Harbour Act, 1861," "The Swansea Harbour Act, 1862," and "The Swansea Harbour Act, 1864," and also of all such other Acts as may be necessary in attaining any of the objects of the Bill.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 Glamorgan, at his office at Cardiff; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 8th day of November, 1864.

*Rixon and Son*, Solicitors for the Bill.



In Parliament,—Session 1865.

Edgware, Highgate and London Railway.

(Junctions with Tottenham and Hampstead Junction Railway—Sale or Lease of Undertaking to Great Northern Railway Company—Powers also to other Companies—Amendment of Acts.)

NOTICE is hereby given that "The Edgware, Highgate, and London Railway Company (who are herein referred to as "the Company"), intend to apply to Parliament in the next session thereof for leave to bring in a bill for the following or some of the following among other purposes:—

To enable them to make and maintain the railways, or one of the railways hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively, (that is to say):—

1.—A railway, wholly situate in the parish of St. Mary, Islington, in the county of Middlesex, commencing by a junction with the authorised line of the Edgware, Highgate and London Railway, at or near where according to the deposited plans of that railway, it passes under a road called Crouch Hill, and terminating by a junction with the authorised line of the Tottenham and Hampstead Junction Railway, at or near where that Railway crosses or will cross the Holloway Road.

2. A railway commencing in the parish of St. Mary, Hornsey, in the said county of Middlesex, by a junction with the authorised line of the said Edgware, Highgate and London Railway, at or near a point about a quarter of mile westward of where the said railway is authorised to be carried by a bridge over the Great Northern Railway, passing thence through or into the parishes of St. Mary, Hornsey, and All Souls, Tottenham, in the said county of Middlesex, and terminating in the said last-mentioned parish by a junction with the authorised line of the said Tottenham and Hampstead Junction Railway, at or near a point about 220 yards eastward of the bridge in course of construction for carrying the said Tottenham and Hampstead Junction Railway over the road in the said parish, numbered 39 on the deposited plans of the said Tottenham and Hampstead Junction Railway, referred to in the "Tottenham and Hampstead Junction Railway Act, 1862."

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to form junctions and communications, where necessary, with the rails of the said Tottenham and Hampstead Junction Railway, and otherwise to interfere with that railway, and the lands and works thereof, and to regulate such junctions and the use thereof; to deviate from the lines of railway to any extent within the limits of deviation shown upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, drains, pipes, sewers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds and any moneys which they have still power to raise to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To authorise the Tottenham and Hampstead

Junction Railway Company, the Great Northern Railway Company, and the Great Eastern Railway Company, or any or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively, under the powers of the Bill, by shares, or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals, and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said other Companies, or any or either of them on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance, interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint-committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To enable the Company on the one hand, and the Great Northern Railway Company on the other hand, to enter into and fulfil agreements for and with respect to the amalgamation of the undertaking of the Company with that of the Great Northern Railway Company, or for its sale or lease to the said Great Northern Railway Company, and for the transfer to and exercise by the Great Northern Railway Company of all the rights, powers, and privileges of the Company, and the assumption by the Great Northern Railway Company of all the duties and liabilities to which the Company are at present or by the Bill will become subject; and the bill will, if necessary, enable the Great Northern Railway Company, for the purpose of effecting such amalgamation or purchase, to raise additional capital by shares or stock and by loan, with power to attach to such shares or stock any preference or priority of dividend over the existing shares or stock in the said Company.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other acts relating to the Company, namely, "The Edgware, Highgate and London Railway Act, 1862," and "The Edgware, Highgate and London Railway Act, 1864," also of the following and of any other Acts relating to the Tottenham and Hampstead Junction Railway Company, namely: "The Tottenham and Hampstead Junction Railway Act, 1862," "The Tottenham and Hampstead Junction Railway Act,

1863," and "The Tottenham and Hampstead Junction Railway Act, 1864;" also of the 9 and 10 Vict., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; and also of "The Great Eastern Railway Act, 1862," and of the several other Acts relating to the Great Eastern Railway Company.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses and other property in or through which they 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 lines of railway delineated thereon, so as to show their 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 Middlesex, at his office at the Sessions House, Clerkenwell Green, 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited as follows (that is to say): in the case of the parish of St. Mary, Islington, with the Clerk of the Vestry of that parish, at his Office at the Vestry Hall, Upper Street, Islington, and in the cases of the parishes of St. Mary, Hornsey, and of All Souls, Tottenham, with the respective Parish Clerks of those parishes at their respective residences.

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 11th day of November, 1864.

*Johnston, Farquhar, and Leech*, 65, Moor-gate-street.

*Hargrove, Fowler, and Blunt*, 3, Victoria-street, Westminster, Solicitors for the Bill.

**Southwark and Vauxhall Water Company.**  
(Extension of Limits for Supply; Amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to amend, extend, and enlarge the powers and provisions of "The Southwark and Vauxhall Water Act, 1852," "The Southwark and Vauxhall Water Act, 1855," and "The Southwark and Vauxhall Water Act, 1864," and by the Act it is intended to extend the limits of the Southwark and Vauxhall Water Company for supplying water for domestic and other purposes to all or parts of the following parishes or places, or some of them, that is to say: Putney, Wimbledon, Roehampton, Barnes, Mortlake, Sheen, East Sheen, Richmond, Kew, Petersham, and Ham, all in the county of Surrey, and to confer upon the Company powers for such purpose and for supplying water in bulk to be distributed by other Companies, by Local Boards, Commissioners, and others, and for breaking up highways and other places, laying mains and pipes, and otherwise for the purposes of their supply.

And it is also intended to apply for power to levy rates, rents, or charges, in respect of their supply of water, and to vary or extinguish rates, rents, or charges, and to confer, vary, and extinguish exemptions from the payment of rates, rents, or charges, and to vary or extinguish all rights and privileges, which would interfere with

the carrying into effect of the purposes of the intended Act, and to confer other rights and privileges.

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 8th day of November, 1864.

*Hargrove, Fowler, and Blunt*, 3, Victoria-street, Westminster, Solicitors to the Company.

In Parliament—Session 1865.

**Metropolitan and St. John's Wood Railway.**  
(Extension to Hampstead and Amendment of Acts; Powers to Metropolitan Railway Company.)

NOTICE is hereby given, that "The Metropolitan and St. John's Wood Railway Company" (who are herein referred to as "The Company," intend to apply to Parliament in the next Session thereof, for leave to bring in a Bill to enable them to make and maintain as part of their authorized undertaking, the Railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

A Railway commencing in the parish of St. John, Hampstead, in the county of Middlesex, by a junction with the authorized line of the Metropolitan and St. John's Wood Railway, at or near the property No. 11 upon the deposited plans referred to in "The Metropolitan and St. John's Wood Railway Act, 1864," and terminating at or near a point where the road known as Willow-road, leading from the Lower Heath to Flask-walk, joins Wetherall-place.

The proposed railway will be wholly situate in the parish of St. John, Hampstead, in the county of Middlesex.

And it is also proposed by the said Bill to confer upon the Company the following, or some of the following among other powers:—

To make deviations from the line of the proposed railway to any extent within the limits to be defined upon the plans to be deposited, as hereinafter mentioned, and also to make such alterations in the sections to be deposited along with the said plans, as may be necessary or expedient.

To cross, divert, alter, or stop up, whether temporarily or permanently, roads, streets, and thoroughfares, so far as may be necessary in constructing or maintaining the said intended railway and works.

To purchase lands, houses, and other property compulsorily, for the purposes of the said intended railway and works, and to acquire any right or easement in, under, or over lands.

To use and appropriate any road, street, or thoroughfare, for the purposes of the said intended railway and works, and to divert or remove all gas, water, and other pipes, beneath or communicating with any of the streets, and to alter the level and position of the sewers and drains in and communicating with the said streets, and to temporarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the railway the under surface of any road, street, thoroughfare, or land.

To levy tolls, rates, and charges in respect of the railway, and to exercise other rights and privileges.

To apply their existing funds, and any moneys which they have still power to raise to the purposes of the said intended railway and works;



and for the same purposes, as well as for the general purposes of their existing undertaking, to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock, any preference or priority of dividend, and any other advantage which the Bill may define.

To authorize the Metropolitan Railway Company to contribute towards the cost of constructing the intended railway, and also the authorized undertaking of the Company, out of the corporate funds of the said Metropolitan Railway Company, and if necessary, out of capital to be raised by them under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest, and for other advantage over their existing and authorized capitals, and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint Directors of the Company.

To enable the Company on the one hand, and the Metropolitan Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, prior to the passing of the Bill, may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863." And it will amend and enlarge the powers and provisions of "The Metropolitan and St. John's Wood Railway Act, 1864," and also of the following and of any other Acts relating to the Metropolitan Railway Company, namely:—16 and 17 Vic., cap. 186; 17 and 18 Vic., cap. 221; 19 and 20 Vic., cap. 102 and 109; 20 and 21 Vic., cap. 125; 22 and 23 Vic., cap. 97; 23 Vic., cap. 58; 23 and 24 Vic., cap. 168; 24 and 25 Vic., caps. 133 and 233; 25 and 26 Vic., cap. 58; 26 and 27 Vic., cap. 165; and the 27 and 28 Vic., caps. 260, 291, and 315.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed railway and works, and the lands, houses, and other property in or through which they 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, 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 Middlesex, at his office at the Sessions House, Clerkenwell Green, and on or before the same day a copy of the said plans, sections, and book of reference, and notice will be deposited with the Clerk of the Vestry of the parish of Saint John, Hampstead, at his office at the Vestry Hall in Hampstead.

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, 1864.

*Hargrove, Fowler, and Blunt*, 3, Victoria-street, Westminster, Solicitors for the Bill.

*Dyson and Co.*, 24, Parliament-street, Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Thames Valley and London and South-Western Junction Railway.

Shepperton to Weybridge.

(Incorporation of Company, Powers to London and South-Western Railway Company, and use of parts of their undertakings.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the Railways hereinafter mentioned, or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

1. A railway commencing by a Junction with the Thames Valley Railway at the terminus thereof, in the parish of Shepperton, in the county of Middlesex, passing thence through or into the said parish of Shepperton, then crossing the River Thames, and passing into the parish of Chertsey, in the county of Surrey, and terminating in the said last-named parish by a junction with the Chertsey Branch of the London and South-Western Railway, near to the bridge carrying the said Chertsey Branch over the stream called or known as the Wey, and which stream constitutes the boundary between the parishes of Weybridge and Chertsey.
2. A Railway commencing in the said parish of Weybridge, by a Junction with the said Chertsey Branch, at or near a point distant about 23 chains from the before-mentioned bridge, passing thence through or into the said parishes of Chertsey and Weybridge, and terminating by a Junction with the main line of the London and South-Western Railway, in the said parish of Chertsey, at a point measuring 66 chains or thereabouts, from the Weybridge Station of the said London and South-Western Railway.

And it is also proposed by the said Bill to apply for the following or some of the following, among other powers:—

To enable the Company to form Junctions and communications with other Railways and otherwise, to interfere with those Railways and the lands and works thereof, and to regulate such Junctions and the use thereof; to deviate from the lines of Railway to any extent within the limits of deviation shown upon the deposited plans;

to cross, divert, alter or stop up, whether temporarily or permanently, roads, drains, pipes, sewers, navigations, rivers, streams and watercourses, so far as may be necessary in constructing or maintaining the said intended Railways and Works, to purchase lands, houses, and other property compulsorily, for the purposes of the said intended Railways and Works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company on the one hand, and the London and South-Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

To enable the Company, and all companies and persons lawfully using the Railways of the Company, to run over and use, with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective Railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, water houses, landing places, sidings, works and conveniences connected therewith respectively (that is to say):—

So much of the Thames Valley Railway as will be situate between the commencement of the Railway firstly hereinbefore described, and the Shepperton Station of the said Thames Valley Railway, including the use of that station.

So much of the said Chertsey Branch as will be situate between the termination of the said Railway firstly hereinbefore described, and the Junction of the said Chertsey Branch with the main line of the London and South-Western Railway, and so much of the said main line as lies between the said Junction and the Weybridge Station of the London and South-Western Railway, including the use of that station.

To require the London and South-Western Railway Company, as owners of the London and South-Western Railway, and working the said Thames Valley Railway, to receive, book through, forward, accommodate, and deliver on and from the said respective Railways, and at the stations, warehouses, and booking offices thereof, all traffic, of whatever description, coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and, if need be, to alter the tolls and charges which may be received and taken upon the London and South-Western and Thames Valley Railways, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing privileges which would interfere with its objects,

and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the London and South-Western Railway Company, namely: 4th and 5th William the 4th, cap. 88; the 9th and 10th Victoria, cap. 174; and the 27th and 28th Victoria, cap. 87; and also of "The Thames Valley Railway Act, 1862," and of any other Acts relating to "The Thames Valley Railway Company."

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and lands, houses and other property in or through which they 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 lines of railway delineated thereon, so as to show their 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 Middlesex, at his office in Clerkenwell-green, and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence.

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 7th day of November, 1864.

*Hargrove, Fowler, & Blunt*, 3, Victoria-street, Westminster, Solicitors for the Bill.

#### In Parliament—Session 1864-5.

Clitheroe and West Riding Junction Railway. (Incorporation of Company; Construction of Railways between Clitheroe and Skipton; Running Powers over and Arrangements in respect of the Midland, Lancashire, Yorkshire, and Ribblesdale Railways; 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 (hereinafter called "The Company"), and to enable the Company to make and maintain the following Railways or some or one of them, with all necessary sidings, stations, approaches, bridges, roads, communications, and other works, and to confer upon the Company all necessary powers for effecting the objects hereinafter mentioned, or some of them (that is to say).—

1stly. A Railway (No. 1), commencing in the township of Chatburne, in the parish of Whalley, in the county of Lancaster, by a junction with the authorised line of the Ribblesdale Railway, at a point 36 chains or thereabouts north-east of the Chatburne Station on the Lancashire and Yorkshire Railway, in or near a field numbered upon

the deposited plans of the said authorised Railway 56, in the said parish of Whalley, and terminating in the township of Elsack, in the parish of Broughton, in the West Riding of the county of York, by a junction with the Leeds and Bradford Extension Line of the Midland Railway, two chains or thereabouts east of the mile post on that Railway, denoting 29½ miles from Leeds, and which said Railway will pass from, in, through, or into the several parishes, townships, or other places following, or some of them, that is to say: Whalley, Chatburne, and Downham, in the county of Lancaster, and Gisburn, Rimmington, Sawley with Tosside, Bracewell, Brogden, Barnoldswick, Coates, Marton in Craven, Thornton in Craven, Broughton, and Elsack, all in the West Riding of the county of York.

2ndly. A Railway (No. 2), wholly situate in the said township of Chatburne, in the parish of Whalley, commencing by a junction with the last-mentioned intended Railway, at a point 47 chains, or thereabouts, north-east of the said Chatburne Station, in or near a field, numbered on the said deposited plans of the Ribblesdale Railway 73, in the same parish, and terminating by a junction with the Blackburn and Clitheroe line of the Lancashire and Yorkshire Railway, at or near the said Chatburne Station.

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, and rivers, within or adjoining to the aforesaid parishes, townships, extra-parochial, and other places, or any of them as it may be necessary, to cross, stop up, alter, or divert, by reason or for the purposes of the intended railways and works, or any of them, or of the intended Act.

To enable the Company to levy tolls, rates, and duties upon and in respect of the intended Railways and Works, and to grant exemptions from the payment of tolls, rates, and duties.

To enable the Company to purchase lands and houses by compulsion or agreement for the purposes of the Railways and Works, or of the intended Act, and to vary, repeal or extinguish, all existing rights and privileges connected with such lands and houses, and all other rights and privileges which would in any wise impede or interfere with the construction, maintenance, and use of the intended railways and works, and to confer, vary, and extinguish other rights and privileges.

To enable the Company on the one hand, and the Midland and Lancashire and Yorkshire and Ribblesdale Railway Companies, all or any of them, on the other hand, to enter into and carry into effect arrangements and agreements with respect to the working, use, management, and maintenance, by the Midland, and Lancashire, and Yorkshire, and Ribblesdale Railway Companies some or one of them, of the said intended railways and works, or any or either of them, or any part or parts thereof, and the supply and maintenance of engines, carriages, and rolling stock, and other stock, and plant for the same, and to the payment and contribution by the Midland and Lancashire, and Yorkshire and Ribblesdale Railway Companies respectively, towards the costs, charges, and expenses of such working, use, management and maintenance, and with respect to the conduct, regulation, management and transmission of the traffic upon the said intended railways, or any or either of them, and upon the railways or any parts thereof of the Midland and Lancashire, and Yorkshire, and Ribblesdale Railway Companies respectively, and the stations, works,

and conveniences connected therewith respectively, and with respect to the levying, collection, payment, division, apportionment, appropriation, and distribution, of the tolls, rates and charges arising from such respective traffic, and the tolls, charges, or other consideration to be paid for such user or otherwise, and to enable the Midland and Lancashire, and Yorkshire and Ribblesdale Railway Companies respectively, to levy tolls, rates, and charges on the said intended Railways, or any or either of them, or any parts thereof, and to exercise all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and to vary or extinguish all rights and privileges which would interfere with the objects of the Bill, or such contracts or arrangements, and to confer other rights and privileges.

To empower the Company and all Companies and persons lawfully using their railways, or any part thereof, to run over and use with their own engines, carriages and waggons, officers, and servants, and for traffic of all descriptions, and on such terms, and conditions, and on payment of such tolls, rates, and charges or other consideration as pending arrangements shall be settled and defined under the provisions of the intended Act, the following portions of railway and the stations, works and conveniences connected therewith, respectively, (that is to say):— so much of the Blackburn and Clitheroe Line of the Lancashire and Yorkshire Railway as is situate between the station at Clitheroe and the station at Chatburne; so much of the Ribblesdale Railway as is situate between the junction therewith of the intended Railway first hereinbefore described, and the said station at Chatburne; and so much of the Leeds and Bradford Extension Line of the Midland Railway as is situate between the junction therewith of the intended Railway first hereinbefore described and the station at Skipton.

To alter, amend, and enlarge, so far as may be needful, all or some of the powers and provisions of the local and personal Acts following, or some of them (that is to say): the 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company the 22 and 23 Vict., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company; and the 27 and 28 Vict., cap. 80, relating to the Ribblesdale Railway Company.

Plans and sections of the proposed railways and works, and of the lands proposed to be taken, 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 Lancaster, at his office at Preston, and with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and on or before the said 30th day of November, a copy of so much of the plans, sections, and book of reference as relates to each parish or extra-parochial place in or through which the proposed railways, or any or either of them, are 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.

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, 1864.

Dated this 12th day of November, 1864.

*Paul Catterall, junior*, Preston.

*Hargrove, Fowler & Blunt*, 3, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament, Session 1865.

Wimbledon Common.

(Protection and Improvement of Common—Appropriation of part as a Public Park—Sale of other parts—Vesting Mill Site, Diversion, and stoppage of existing roads and ways—Construction of New Roads—Limitation and Extinction of rights, privileges, and claims).

**A**PPPLICATION is intended to be made to Parliament next Session for leave to bring in a Bill to effect the objects, or some of objects, following, viz. :—

To make provision for the protection and improvement of Wimbledon Common, in the parishes of Putney, Wimbledon, and Wandsworth, in the county of Surrey, or some part thereof, and to appropriate part thereof as a park or place for public recreation, and to appoint or provide for the appointment of a protector of the park, and other officers and constables, and to extend the authority of the police to the park and common.

To provide for the maintenance and protection of the said park and the regulation and user thereof, and for fencing and draining it, and to regulate the opening and closing, and use thereof, and the use of the entrances thereto, and of any roads, rides, drives, walks, and ways, through, or into it, and the user thereof (excepting the roads to be made as hereinafter mentioned).

To limit and regulate the use of quarries and pits, and the taking of gravel, sand, and clay in the common and park, and the deposit of rubbish and soil excavated, and the purposes for which the gravel, sand, and clay may be taken and used, and to provide for the appropriation of quarries, pits, and places for the taking of gravel, sand, and clay, and the deposit of soil and rubbish.

To authorize the sale and letting of the grass and herbage, turf, bog, earth, and other produce of the park and other matters, and of depasturage for cattle, sheep, and animals therein, and to provide for taking rents for any small portions of the park used for erections for supplying for profit, refreshments, entertainments, or amusements.

To authorise the removal, prevention, and punishment of nuisances, annoyances, and offences, and the prohibition, exclusion, removal, and punishment of vagabonds, disorderly characters, improper persons and assemblages, and the prevention and abatement of encroachments, and the prevention and punishment of unauthorised acts.

To authorise the sale and disposition of portions of the said common, and the appropriation of the purchase monies and revenue, or part thereof, for the purposes of the Bill, and to authorise the use for the purposes of erecting a private residence and premises of the site of the Windmill on the said common, and the common keeper's house and paddock, and part (not exceeding two acres) of the adjoining ground.

To authorise the making of bye-laws and regulations for the purposes of the Bill, and the imposition and recovery of penalties and the removal of offenders.

To vary or extinguish all rights and interests in over, or affecting the said common, or any part thereof, inconsistent with the objects of the Bill, or which it may be deemed expedient to vary or

extinguish for the purposes thereof (making compensation for the same in manner to be provided by the Bill).

To authorise the purchase and taking compulsorily or by agreement of rights of common (if any) and other rights and interest, in, over, or affecting the said common or any part thereof, and of any buildings or erections lawfully existing on the said common.

To authorise the making of the following roads with fences, drains, culverts, and other works connected therewith, viz. :—

A diversion of the road leading from Stag-lane and crossing the said common to Wimbledon, which diversion will be wholly in the said parish of Wimbledon, and will commence at a point four chains or thereabouts southward from the south-end of Stag-lane and terminate at or near Cæsar's Camp, in the parish of Wimbledon.

A diversion of the road called the Robin Hood-road, crossing the said common, and leading from Robin Hood-lane to Wimbledon, which diversion will be wholly in the said parish of Wimbledon, and will commence at or near the point at Beverley-brook, where Robin Hood-road joins Robin Hood-lane, and terminate at or near Cæsar's Camp aforesaid.

A new road to be made from the Kingston-road at Tibbett's-corner, in the parish of Wandsworth, crossing the said common to a point at or near the windmill on the said common, in the said parish of Wimbledon (and which new road will be wholly in the said parishes of Wandsworth and Wimbledon, in Surrey).

A new road (wholly in the said parish of Wimbledon) to be made from a point at or near the said windmill crossing the common and running south to the town of Wimbledon.

To give powers of lateral deviation from the lines of the said works to the extent shown upon the plans and also powers of vertical deviation from the levels shown upon the sections hereinafter mentioned, and for the purposes of the said works, to cross, divert, alter, or stop up, temporarily or permanently, roads, ways, pipes, drains, sewers, streams, and watercourses, and to purchase and take compulsorily for the purposes of the diversions and new roads, and by agreement, lands, houses, hereditaments, and rights and interests is and over the same.

To provide for the management and maintenance of the said diversions by the respective bodies or persons now liable to the management and maintenance of the said road leading from Stag-lane, and the said Robin Hood-road.

To authorise the permanent stopping up so much of the said road leading from Stag-lane as lies to the south-eastward of the commencement of the first diversion hereinbefore described, and also the whole of Robin Hood-road aforesaid (and for which the intended diversions are substituted) and to extinguish all rights of way over the same, and all (if any) general rights of way over the intended site of the park.

To throw the site and soil of the roads so stopped up into the said park, and to vest the same in the protector of the park.

To confer upon the Lord of the Manors of Wimbledon and Battersea and Wandsworth all powers requisite for carrying into execution the objects of the Bill, and to confer, vary, or extinguish other rights and privileges.

On or before the 30th day of November, 1864, plans and sections of the intended diversions, with a book of reference to such plans, and also plans

of the lands and houses which, or rights or interests in which, are intended to be taken, 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 Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, and on or before the said 30th day of November, a copy of each of the said plans, sections, and books of reference, with a copy of this notice, as published in the London Gazette, will also be deposited for public inspection with the Clerk of the District Board of Works for the District of Wandsworth, at his Office, at Battersea-rose, Wandsworth, and with the parish clerk of the said parish of Wimbledon, at his residence.

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 this 14th day of November, 1864.

*Frere, Cholmeley, and Forster*, Solicitors,  
28, Lincoln's-inn fields, London.

*J. Dorington and Co.*, 6, Parliament-street,  
Westminster, Parliamentary Agents.

#### Northam Pier.

Application for Provisional Order for powers to erect a pier and to levy tolls, &c.

**N**OTICE is hereby given that application is intended to be made to The Right Honorable the Lords of the Committee of Her Majesty's Privy Council for Trade and Plantations, on or before the 23rd day of December, 1864, by the promoters of the Northam Pier, to make a Provisional Order pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," to incorporate a company, and to give to such company or to confer on any company to be incorporated under "The Company's Act, 1862," the following or some of the following among other powers.

To construct a pier, jetty, and landing-place, with all proper works, approaches and other conveniences connected therewith, for the embarking and landing of passengers, goods and merchandise, and for other purposes, commencing at a point on the sea-shore, distant in a north westerly direction 26 chains and 5 yards or thereabouts, from the north west corner of the Northam Burrows Hotel, and extending from such point into the sea in a northerly direction, a distance of 550 feet or thereabouts, which pier, jetty, landing-place, works, and approaches, will be wholly situate in the parish of Northam, in the county of Devon.

To purchase, take on lease, or otherwise acquire the lands or hereditaments, necessary for the construction of the said pier and other works, and the approaches thereto.

To borrow on mortgage, or bond, any moneys which may be required for the purposes of the said Provisional Order.

To levy tolls, rates and duties, upon or in respect of the said pier and works, and to alter existing tolls, rates or duties, and to confer, vary, or extinguish exemptions from the payments of such tolls, rates or duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order, the whole or parts of "The Company's Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts, 1845, and 1860."

And notice is hereby further given, that on or before the 30th day of November, 1864, proper plans and sections of the proposed pier and works, and also 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, in the city of Exeter, and at the Custom-house at Bideford in that county, and at the offices of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each, to all persons applying for the same, at the respective offices of the Solicitors and Parliamentary Agents, for the promoters as undermentioned.

*R. H. Buse*, Bideford, Solicitor.

*Marriott and Jordan*, 22, Parliament-street,  
Westminster, Parliamentary Agents.

#### Shanklin Bay Pier.

(Application for Provisional Order for powers to erect a Pier and to construct approaches thereto and to levy Tolls, &c.)

**N**OTICE is hereby given that application is intended to be made to the Right Honorable the Lords of the Committee of Her Majesty's Privy Council for Trade and Foreign Plantations, on or before the 23rd day of December, 1864, by "The Shanklin Bay Pier Company, Limited," to make a Provisional Order, pursuant to "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act" for the following powers, or some of them.

To construct a promenade pier and landing-place, with all necessary works and conveniences connected therewith for the embarking and landing of passengers, goods, or merchandize, and for other purposes commencing at a point near the present Coast Guard House, in the parish and local district of Shanklin, in the Isle of Wight and county of Southampton, and extending seawards, east by south, 1,200 feet or thereabouts, and to make and maintain the following approaches thereto, or some of them; namely, to widen the road on the south-east side of the Chine Inn, and to make a road or viaduct commencing at or near the north-east side of the road forming the north-east boundary of the grounds of Everton House, and terminating on the cliffs at or near its northern edge, south-west of the Chine at a point about 30 yards westward of the south-eastern or seawards edge of the cliff, which roads and works will be wholly situate in Shanklin, aforesaid.

To purchase, take on lease, or otherwise acquire the lands or hereditaments necessary for the construction of the said pier and other works, and the said approaches thereto.

To borrow on mortgage or bond any moneys which may be required for the purposes of the said Provisional Order.

To levy tolls, rates, and duties upon, or in respect of the said pier and works, and the said approaches thereto, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties, and to confer, vary, or extinguish other rights and privileges.

To incorporate with the said Provisional Order the whole or part of "The Company's Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860."

And notice is hereby further given, that on or before the 30th day of November instant, proper plans and sections of the proposed pier, approaches, and works, and also a copy of this notice, as published in the London Gazette, will

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 Isle of Wight, and also at the Custom House at Newport, in the Isle of Wight, and also at the offices of the Board of Trade, Whitehall, London.

And notice is hereby further given, that on and after the 23rd day of December next, printed copies of the proposed Provisional Order will be furnished at the price of one shilling each to all persons applying for the same at the offices of the Parliamentary Agents, as undermentioned.

Dated this 14th day of November, 1864.

*Marriott and Jordan*, 22, Parliament-street, Westminster, Parliamentary Agents.

#### Whitehaven, Cleator, and Egremont Railway.

(Branches to Bigrigg Moor—Power to raise further Capital, and 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 enable the Whitehaven, Cleator, and Egremont Railway Company (hereinafter called "the Company") to make and maintain the following railways or tramways, together with all proper works, approaches, and conveniences connected therewith, or some of them (that is to say):—

First,—A railway or tramway, commencing by a junction with the present railway of the Company, in the parish of Cleator, in the county of Cumberland, at a point in the said parish three chains or thereabouts, on the south side of the bridge, near Moor Row, carrying the private road of Thomas Ainsworth, Esquire, over the said railway, in the said parish; and passing from, in, through, or into, or situate within the several parishes, townships, or places of Bigrigg Moor, Cleator, and Egremont, in the county of Cumberland, or some of them, and terminating in or near to a close, belonging to Thomas Hartley, Esquire, and now in the occupation of Mr. Isaac Banks, adjoining the turnpike road leading from Whitehaven to Egremont, and situate near the farm-house called Langhorn in the said parish of Egremont.

Second,—A railway or tramway commencing by a junction with the said intended railway or tramway at a point thereon, nine chains or thereabouts to the south-east of the iron ore pit called James's Pit, in the said parish of Egremont, and in or near to a close belonging to the Reverend John Thomas O'Neill, now in the occupation of Mr. Isaac Banks, situate in the said parish of Egremont, and terminating near to and southwards of the iron ore pit called "Sir John Pit," and situate in another close in the same parish, belonging to Sir John Benn Walsh, now in the occupation of Mr. Robert Hilton, the whole of which said last mentioned intended railway or tramway will be situate at or near Bigrigg Moor, in the said parish of Egremont.

And by the said intended Act, the following powers, or some of them will be taken (that is to say), to enable the said Company to apply a portion of their present authorised capital in and for the construction and maintenance of the said intended railways or tramways and works, or some part thereof:—to purchase by compulsion or otherwise lands and houses for the purposes aforesaid, and all rights and interests therein or thereto belonging, 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 in-

terfere with the construction, maintenance, and use of the said intended railways or tramways and other works respectively, or any of them; to cross, stop up, alter, or divert, either temporarily or permanently, all such turnpike and other roads, highways, streets, paths, railways, waggon ways, tramroads, bridges, aqueducts, canals, streams, rivers, and watercourses, within the aforesaid parishes, or any of them, as it may be necessary to cross, stop up, alter, or divert for the purposes of the proposed works, or by reason of the construction of the said intended railways or tramways and other works or any of them; to confer, vary, or extinguish other rights and privileges, and to levy tolls, rates, and duties for or in respect of the said intended railways or tramways and other works, or any or either of them, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish such exemptions from the payment of tolls, rates, and duties as may be expedient.

And it is also intended by the said Act to authorize lateral deviations in the construction of the said intended railways or tramways and works respectively, to the extent or within the limits laid down on the plans, to be deposited as hereinafter mentioned; and also to authorise the said Company to carry the said intended railways or tramways and other works and objects into effect, and for such purposes, and also for the general purposes of their undertaking, to raise additional capital or further sums of money, either by the creation of new shares or stock, or by the creation of shares or stock, having a preference, priority, or advantage over other shares or stock of the Company, and by mortgage or bond, or otherwise as Parliament shall authorize; and also to consolidate the existing shares of the Company, or some of them, into shares of one class or denomination, or of various classes and denominations, and if expedient to consolidate, amend, extend, enlarge, or wholly or in part to repeal and re-enact all or any of the provisions of the several Acts of Parliament following (that is to say): "The Whitehaven, Cleator, and Egremont Railway Act, 1854," "The Whitehaven, Cleator, and Egremont Railway Act, 1857," "The Whitehaven, Cleator, and Egremont Railway Act, 1861," and "The Whitehaven, Cleator, and Egremont Railway Act, 1863," and to incorporate with the proposed Act the powers and provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," or some of them.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections, describing the lines and situation of the proposed railways or tramways, and other works, and the lands and houses intended to be taken for the purposes thereof, with books of reference to such plans, together with a published map, showing the general course and direction of the said intended railways or tramways, 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 Cumberland, at his office in Carlisle, in the same county; and on or before the said 30th day of November instant a copy of so much of the said plans and sections and books of reference as relates to each parish in or through which the said railways or tramways and works are intended to be made, maintained, varied, extended, or enlarged, or within which any lands or houses intended to be taken are situate, 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 notice is hereby also 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, 1864.

*John Musgrave, Solicitor, Whitehaven.*

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

In Parliament—Session 1865.

Great Torrington Roads.

(Continuation of Term; Amendment or repeal of Acts, New Roads, Abandonment of Roads, and stopping up Old Roads; and arrangement with the Trustees of the Barnstaple Turnpike Roads.)

**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 for all or some of the following purposes (that is to say):—

To continue and extend the term, and alter, amend and enlarge some of the powers and provisions of the several Acts following, that is to say—9th George the 4th, cap. 35, for more effectually improving and keeping in repair the roads leading to and from the town of Great Torrington, in the county of Devon, and for making certain new lines of road to communicate with the same; and 11th George the 4th, cap. 2, to enlarge the term and powers of the before mentioned Act, or to repeal such Acts, so far as the same relate to all or some part of such roads, and to grant further and more effectual powers instead thereof, for the maintenance and repair of all or some parts of such roads.

To levy and collect tolls, to alter the existing tolls on the said roads, and to authorise the collection of additional tolls, to confer, vary, and extinguish exemptions from payment of tolls.

To alter the application of the money arising from tolls, and the rate of interest now payable, and to fix the rate of interest to be hereafter paid in respect of the debt due upon the tolls, or the proportion of the tolls to be applied in payment of interest and principal.

And in such Bill power will be applied for to make and maintain the following roads, the whole of which roads will be situate in the county of Devon (that is to say):—

A new road, commencing at a field called Long Moor, in the occupation of Edward Simmons, in the parish of Yarnscombe, adjoining the Great Torrington Turnpike Road, near Cranford Cross, and terminating by a junction with the Barnstaple Turnpike Road, at or near Fishleigh Rock, in the parish of Atherington, and which intended road will be situate in the several parishes of Yarnscombe and Atherington.

A new road commencing at Seckington Cross, in the parish of Winkleigh, and terminating at or near the county bound stone of Eggesford-bridge, in the parish of Eggesford, and which new road will be situated in the parishes of Winkleigh, Wembworthy, and Eggesford, and for such purpose to widen, divert, and improve and convert into turnpike an existing road commencing at its junction with the turnpike road at Seckington Cross aforesaid to a point called Bernard's Cross, in the said parish of Winkleigh, also an existing road leading from Winkleigh to Chulmleigh, commencing at or near to where the said last-mentioned road is intersected by a road leading from Bondleigh to Wembworthy, and terminating at or near a point on the said road called White Gate, in the parish of Wembworthy, and also an existing road commencing at or near Cot-hill, in the parish of

Wembworthy, and terminating at the county bound stone of Eggesford-bridge, in the parish of Eggesford.

A new road commencing at a field called Starveland, in the occupation of Hugh Ackland, in the parish of Meeth, adjoining the Great Torrington Turnpike Road, and terminating by a junction with the said turnpike road, at or near a field called Broom-close-bottom, in the occupation of Philip Madge, in the same parish.

And a new road commencing at the junction of the last-mentioned turnpike road with the road leading to Crocker's Hele Farm, in the occupation of Henry Abel, in the said parish of Meeth, and terminating in an orchard called Lew Foot Orchard, in the occupation of the said Hugh Ackland, in the same parish.

Also for power to rent on such terms as may be agreed on an existing road, commencing at its junction with the turnpike road at a place called Larks-lane, and terminating at its junction with the turnpike-road at a place called New Lodge, all which said road is situate in the parish of Petrockstow.

Also for power to rent on such terms as may be agreed on, the tolls payable for passing over the new bridge across the River Torridge, connecting the parishes of Wear Gifford and Monkleigh.

Also for power for the trustees to be appointed by the Bill, and the trustees of the Barnstaple Turnpike Roads respectively, to enter into agreements for enabling horses and carriages, in respect of which tolls have been paid for passing on some or one of the roads under the care or management of either of such respective bodies of trustees, to pass over some or one of the roads under the care or management of the other of such bodies of trustees, free of toll, or on such other terms as may be agreed on, and to pay and appropriate out of their respective funds any money that may be agreed to be paid by them respectively, in pursuance of any such agreement, and for such purpose and so far as it may be necessary to alter and amend some of the provisions of an Act passed in the 4th year of the reign of Her present Majesty, cap. 21, for repairing several roads leading from the town of Barnstaple, in the county of Devon, and for making several new lines of road connected therewith.

Also for powers to collect and levy tolls for the use of such new lines of road, and to purchase by compulsion and otherwise all lands, houses, and hereditaments required for the purpose of such new lines of road, and to vary or extinguish any rights connected with such lands, houses, and hereditaments.

And in the said Bill power will be applied for to abandon and discontinue as turnpike road the following portions of the present Great Torrington Turnpike Roads, that is to say, that portion of the road which is between Monkleigh town, in the parish of Monkleigh, and the point in the parish of Frithelstock, where it joins another portion of the said turnpike road, leading from Frithelstock Church to the town of Great Torrington.

Also that portion of the road from Plumpers Water, in the parish of Monkleigh, towards Buckland Brewer, which lies between Plumpers Water aforesaid and Tallamys Water at Glen Cottage, in the parish of Frithelstock aforesaid.

Also the road which lies between "The Rising Sun" Inn at Gammaton Moor, in the parish of Bideford, and Week Cross, in the parish of Burrington.

Also that portion of the road which lies between High Bullen, in the parish of St. Giles-in-the-Wood, and Huntshaw Cross, in the parish of Huntshaw.



Also that portion of the road which lies between a field, in the parish of Yarnscombe, called Blindly Lake, in the occupation of John Down, and its junction with the Barnstaple Turnpike Road, near Umberleigh Bridge, in the parish of Atherington.

Also that portion of the road which lies between its commencement at Roborough town, in the parish of Roborough, and its junction, in the parish of Great Torrington, with the turnpike road leading from Cranford Cross to Great Torrington.

Also that portion of the road which lies between its commencement at a place called Addlehole, in the parish of Down Saint Mary, and its junction with the lane leading to Brushford Mill, in the parish of Coleridge.

Also that portion of the road which lies between its commencement on a common lately enclosed, called the Baltridges, in the parish of Alverdiscott, and the bottom of School-lane, in the parish of Great Torrington.

Also that portion of the road which lies between its junction with the road leading to Crocker's Hele Farm aforesaid, and its termination at the town of Hatherleigh.

Also for power to abandon and discontinue as turnpike road, within the next five years, that portion of the turnpike road which lies between Park Place, in the parish of Winkleigh, and its junction, with the said lane leading to Brushford Mill, in the parish of Coleridge, or some part or parts of the several roads hereinbefore described as intended to be abandoned; and which roads so intended to be abandoned are situate in the several parishes of Monkleigh, Frithelstock, Great Torrington, Bideford, Huntshaw, Alverdiscott, St. Giles-in-the-Wood, Roborough, Yarnscombe, Atherington, High Bickington, Burrington, Winkleigh, Coleridge, Zeal Monachorum, Lapford, Down St. Mary, Meeth, and Hatherleigh, in the county of Devon.

To declare the said portions of roads so to be abandoned to be public highways, and to throw the expense of their repair and maintenance upon the several parishes in which they are respectively situate.

And in which Bill powers will be applied for to discontinue and stop up a certain road commencing at a field called Great Ley, in the parish of Wembworthy, passing near Eggesford House, to its point of intersection of the said intended new road, terminating near Eggesford Bridge.

Also another road commencing at a place called Speke's Cross to its junction with the said intended new road, at or near a place called Cot Corner, all which two roads last mentioned are in the parish of Wembworthy, and adjoin lands occupied by the Right Honourable the Earl of Portsmouth.

And notice is hereby also given, that duplicate plans and sections, describing the lines and levels of the roads intended to be repaired and improved (and not already repaired under the authority of the Acts before mentioned), and of the new lines of road and the lands which will or 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 the lands intended to be taken; and a copy of this notice as published in the London Gazette will be deposited for public inspection at the office of the Clerk of the Peace for the said county of Devon, at Exeter, on or before the thirtieth day of November instant; and on or before such thirtieth day of November a copy of so much of the said plans, sections, and

book of reference as relates to each of the several parishes hereinbefore mentioned, 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 notice is hereby also given, that on or before the twenty-third 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 first day of November, 1864.

*W. E. Price,* } Great Torrington,  
*Geo. Doe,* }

Solicitors for the Bill.

*Palmer, Nettleship, and Eland,* 4, Trafalgar-square, London, Parliamentary Agents.

#### Llanfair Railway.

(Incorporation of Company, Construction of Railway from Welchpool to Llanfair, Use of Welchpool Station and portion of the Cambrian Railway, Power to make Working Traffic and other Agreements with the Cambrian, the Shrewsbury and Welchpool, the London and North-Western, and Great Western Railway Companies, or any of them, Amendment of Acts.)

NOTICE 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 enable the Company to make and maintain a railway, with all necessary and proper stations, approaches, works, and conveniences connected therewith, commencing by a junction with the Cambrian Railway at or near a point on the south-west side of the Welchpool passenger station, which is distant about three furlongs from that station, in the upper division of the parish of Pool, in the county of Montgomery, passing thence through, or into, the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Welchpool, Pool Upper, Stredalfedan, Trallwmgollen, Tyddyn-prydd, Trehelig, Dysserth, Castle Caereinion, Berriew, Brithdir, Keel, Hydan and Dol, Moydog, Sylfaen, Cwmgoron, Hydan, Nantfforch, Cyffronydd, Bryntirion, Heniarth, Gellygasson, Llanfair, Llanoddian-issa, Llanoddian-ucha, Rhosaflo, Gwaenynog-issa, Gwaenynog-ucha, and Pennarth, all in the county of Montgomery, and terminating in the field adjoining the house formerly a turnpike-gate house, at the south-east corner, or the corner which is nearest the vicarage-house at Llanfair-bridge, in or near the town of Llanfair, in the said parish of Llanfair, in the county of Montgomery.

And it is proposed by the said intended Act to authorise the construction of the intended railway on such gauge as the Company may think fit, and to confer powers upon the Company of lateral and vertical deviation from the line and levels of the railway as shown upon the plan and section, hereinafter mentioned, within the limits to be prescribed by the said Act, and to confer powers upon the Company for the compulsory purchase of lands and buildings, in all or some of the several parishes, townships, and places aforesaid, for the purposes of the said intended railway approaches, stations, works, and conveniences, and other purposes of the intended Act, also powers for the intended purchase of lands and buildings by agreement, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, streams, canals, and

other waters, watercourses, of every description, natural or artificial, telegraphic wires, or apparatus, sewers, pipes, buildings, erections or works of any description within or near to any of the several parishes, townships, or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the intended Act; and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the said intended Act, or which would or might in any way prevent or obstruct any object or purpose of the Act, being fully effected, and to confer other rights and privileges, and to authorise the levying of tolls, rates, duties, and charges, and the alteration of existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to enable the Company and all other Companies lawfully using the railway to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the Cambrian Railway as is situate in the parish of Welchpool, in the county of Montgomery, and will intervene between the junction therewith of the intended railway and the station of the Cambrian Railway Company at Welchpool, including the railway through such station, and to lay down such additional rails, and execute such other works upon or by the side of the said portion of the Cambrian Railway as will or may be necessary or convenient to admit of or facilitate such running over and use, and also to use the said Welchpool station jointly with the Cambrian Railways Company, and any other Company or Companies using that station, or any part of it, or to have the separate use of a portion of such station, and the booking and other offices, buildings, works, and conveniences connected therewith, upon such terms and conditions as may be mutually agreed upon between the Company and the Cambrian Railways Company, and such other Companies or any of them, or failing agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided for by the intended Act. And to authorise the Company, on the one hand, and the Cambrian Railways Company, the Shrewsbury and Welchpool, the London and North-Western, and the Great Western Railway Companies, or any of them, on the other hand, to enter into agreements with respect to all or any of the matters aforesaid, and with respect to the construction, maintenance, working, and use by the last-mentioned Companies, or any of them, of the intended railway and the stations, works, and conveniences connected therewith, and with respect to the interchange, transfer, transmission, and conveyance of traffic, from, to, and over the intended railway, and the railways and works, of the other Companies, or any of them, parties to the agreement, and the fixing, division, and apportionment amongst the said Companies, or any of them, parties to the agreement, of the tolls, rates, duties, charges, and receipts in respect of all or any such traffic as aforesaid, and otherwise with respect to the undertakings, works, and traffic of the Company, and of the said other Companies, or any of them, and to provide for the carrying of all or any such agreements as aforesaid into effect, and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act, and to enable the said Companies, or any of them, to levy tolls, rates, duties, and charges upon the intended railway.

And it is proposed by the intended Act to alter,

repeal, or amend some of the provisions of the several local and personal Acts following, or some of them, that is to say:—Acts relating to the Cambrian Railways Company, 27 and 28 Vic., caps. 97, 147, 161, 262, and 263, and all other Acts, if any, relating to the Cambrian Railways Company; Acts relating to the Shrewsbury and Welchpool Railway Company, 19 and 20 Vic., cap. 133; 21 and 22 Vic., cap. 110; 23 and 24 Vic., cap. 25; 24 and 25 Vic., cap. 13; 26 and 27 Vic., cap. 97; 27 and 28 Vic., cap. 196, and all other Acts, if any, relating to the Shrewsbury and Welchpool Railway Company; and of the Act passed in the 9th and 10th years of the reign of Her present Majesty, intituled “An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;” and the several other Acts relating to or affecting the Company by that Act incorporated, namely, the London and North-Western Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railway and works, and the lands to be taken under the compulsory powers of the Act, a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the line of railway delineated thereon, showing its general course or direction, will be deposited, for public inspection, with the Clerk of the Peace for the county of Montgomery, at his office, at Welchpool, in that county; and that so much of the said plan, section, and book of reference as relates to any parish, or extra-parochial place, will be deposited, for public inspection, 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 adjoining thereto, at his residence. And that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice. And that before the 24th 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 11th day of November, 1864.

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

In Parliament—Session 1865.

**Drighlington and Gildersome Gas Light Company.**  
NOTICE is hereby given, that “The Drighlington and Gildersome Gas Light Company” (hereinafter called “the Company”) intend to apply to Parliament in the ensuing Session for leave to bring in a Bill to confer upon them all necessary powers for lighting with gas the following, or some of the following, parishes, townships, districts and places (that is to say), the township of Drighlington, in the parish of Birstal; the township or district of Gildersome, in the parish of Batley; the lordship, liberty, or township of Tong, in the parish of Birstal aforesaid; the districts or hamlets of East Bierley and Toftshaw, in the township of Hunsworth, in the parish of Birstal aforesaid; and so much and such part of the Leeds, Bradford, and Halifax Junction Railway as lies in the township of Gomersal, in the parish of Birstal aforesaid; and so much and such part of the said township of Gomersal as is situate on the north or north-east side of the said railway, all in the West Riding of the county of York, and the said Bill will confer on the Company, the following, or some of the following, among other powers (that is to say):—

To augment and to fix and regulate the capital of the Company, and, if thought desirable, to capitalise all or any sums which the Company have expended on their works, and to fix and determine the amount of money, whether derived from capital or from profits or from both conjointly, in respect of which the Company shall be entitled to receive dividends.

To authorise the Company to raise more money on mortgage or bond, and by the creation and issue of shares, with or without preference or priority in payment of dividend, or other advantages; to authorise the Company to maintain their existing gas and other works, buildings, apparatus, and meters, situate at New-lane Bottom, Cockersdale, in the said township of Drighlington, in the said parish of Birstal, in the said West Riding of the county of York, upon land belonging to the Company, bounded on or towards the north-east by land belonging to Mrs. Emma Field, and occupied by her on or towards the south and south-east by a certain lane called New-lane leading from Nethertown, in Drighlington aforesaid, to Gildersome, on or towards the north and north-west by the Leeds and Whitehall Turnpike-road and terminating at the west end in a point at the junction of the said New-lane, and the Leeds and Whitehall Turnpike-road aforesaid; and to improve, extend, enlarge, renew and increase their said works, and also to authorise the Company to erect and maintain gas and other works, buildings, apparatus, and meters, situate at Cockersdale, in Drighlington aforesaid, upon land called Mill Royd, bounded on or towards the east by land and premises belonging to and occupied by John Groundwell, and a lane or road leading from Nethertown to Tong respectively, on or towards the north-west by land belonging to and occupied by Messrs. Bray, Waddingtons, and Frankland, on or towards the south-west by land and premises belonging to the said Messrs. Bray, Waddingtons, and Frankland, and occupied by John Robinson, Joseph Smith, Harrison Wadsworth, William Walker, Thomas Newton, and — Roper, on or towards the west by land belonging to John Hague, Esq., and occupied by the said Messrs. Bray, Waddingtons, and Frankland, and on or towards the south by the said Leeds and Whitehall Turnpike-road, and the said land and premises of the said John Groundwell, and land and premises belonging to and occupied by Thomas Morgan respectively, and which said land has been agreed to be sold to and purchased by the Company, and is intended shortly to be conveyed to them or to trustees on their behalf, and to improve, extend, enlarge, renew, and increase such works as shall from time to time be deemed necessary by the Company, and for the purpose of erecting gasholders, or gas meters, or other works, to purchase and take and to hold additional lands and houses, and to authorise the Company and all corporations and public bodies, commissioners, companies, or persons to make and carry into effect, contracts and agreements for the sale of such additional lands and houses upon such terms and conditions as they shall respectively think fit.

To extend and define the limits within which the Company may supply gas.

To authorise the Company to manufacture, supply, and light with gas produced from coal or other material, and to sell and dispose thereof, and of coal, coke, tar, and other residuum and products arising from such manufacture, and to make or convert tar, pitch, ammoniacal liquors, and any residuum into dye wares, or other materials, and to sell and deal in the same; and also to lay down and maintain pipes in, through, across, and under streets, roads, lanes, bridges, rivers, and other public passages and places within any of the parishes, townships, districts, and places supplied or to be supplied

with gas by the Company, and for that purpose to break up and interfere with such streets, roads, lanes, bridges, rivers, and other public passages and places, and also with any sewers, drains, and pipes in, over, or under the same, and generally to carry on the business usually carried on by gas companies.

To authorise the Company and all corporations and public bodies, commissioners, companies, or other legal authorities, and all persons whomsoever to make and carry into effect contracts and agreements for lighting any public place, building, or otherwise, upon such terms and conditions as they shall respectively think fit.

To authorise the Company to manufacture, purchase, or hire, gas meters, and gas apparatus, and to sell or let the same, and to levy rates, rents, and charges for the sale and supply of gas and of gas meters and fittings.

To dissolve the Company as it now exists, and to cancel the deed or other instrument or instruments under which the Company are at present acting, and to re-incorporate the Company, and to change if deemed expedient the name of the Company.

To incorporate with the proposed Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Gas Works Clauses Act, 1847," "The Acts for Regulating Measures used in Sales of Gas," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies Clauses Act, 1863."

To levy and collect rates or rents for the supply of gas; to alter existing rates or rents; to confer, vary, or extinguish exemptions from payment of rates or rents; and to confer, vary, or extinguish other rights and privileges, and to confer upon the Company all necessary powers and authorities for the purposes of the said Act.

And notice is hereby further given, that 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 10th day of November, 1864.

*Jackson and Smith*, Birstal, near Leeds,  
Solicitors for the Bill.

*Edward Walmisley* 25, Abingdon-street,  
Westminster, S.W., Parliamentary Agent.

In Parliament—Session 1865.

Dryclough, Shaw, and Rochdale Roads.

(Continuation of Term—Repeal or Amendment of Act—Tolls—Mortgage Debt and Interest—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, and to pass an Act to alter, repeal, amend, extend, and enlarge all or some of the powers and provisions of an Act passed in the seventh year of the reign of his late Majesty King William the Fourth, cap. 34, intituled, "An Act for improving and maintaining the road from Dryclough, through Shaw New Hey, and Milnrow, to Rochdale and other roads in the county of Lancaster," and to continue and extend the term granted by the said Act, or to create a new and further term in the said roads, and to grant other and more effectual powers and provisions in lieu of the existing powers for the maintenance and repair of the said roads, and for all other purposes connected with the management of the said roads.

And it is intended by the said Bill to apply for powers to enable the trustees of the said roads for the time being to carry into effect all or some of the purposes following, namely—To levy and collect tolls on the said roads; to continue, alter,

vary, increase, or reduce the existing tolls authorized by the said Act, and to take other or increased or reduced tolls in lieu thereof, and new tolls in addition thereto; to continue, alter, vary, or extinguish existing exemptions from the payment of such tolls, and to confer other exemptions; to alter, or vary the application of the money to arise from the said tolls; to provide for the application and distribution of all money which has now accumulated, or hereafter shall be or accumulate in the hands of the said trustees or their treasurer; to alter the rate of interest now payable, and to fix the rate of interest to be hereafter paid in respect of the debts due and owing upon the credit of the existing tolls of the said roads; to confirm, alter, or otherwise arrange the securities and priorities of the mortgagees of the said tolls; to extinguish all or some of the unclaimed mortgage debts and arrears of interest due on the said tolls; to vary or extinguish some of the rights of creditors or persons claiming to be entitled to the funds of the trust; to arrange the order of payment of other creditors, and to confer, vary, or extinguish other rights and privileges.

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.

Dated this 14th day of November, 1864.

*Henry William Litter*, Solicitor, Oldham,  
Clerk to the Trustees.

*Wyatt and Metcalfe*, 28, Parliament Street,  
Westminster, Parliamentary Agents.

#### Mowddwy Railway.

(Incorporation of Company—Construction of Railway from the Cemmes Road Station of the Cambrian Railway to Mowddwy—Use of Cemmes Road Station—Power to make Working, Traffic, and other Agreements with the Cambrian Railways Company—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 incorporate a Company (herein called "the Company") and to enable the Company to make and maintain a railway, with all necessary and proper stations, works, and conveniences connected therewith, commencing at or near the Cambrian Railway at the Cemmes Road Station, on that portion of the Cambrian Railway lately known as the Newtown and Machynlleth Railway, in the parish of Darowen, in the county of Montgomery, and either by or without a junction with such railway, passing thence, from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Cyfeiliog, Darowen, Noddfa, Caer-eddfan, Cemmes, Brynuchel, Gwernybwlch, Tafolog, Llanwrin, parish, Llanwrin, Glyncaerig, Llanfechan, Blaenglesirch, Mallwyd parish, Caereinion fechan, Llandybo, and Aberangell, in the county of Montgomery, Mallwyd, Mowddwy, Camlan, Cerist, Dinas Dugod, Gartheinoig, and Maesylgasey, in the county of Merioneth, and terminating near the town of Dinas Mowddwy, to the south thereof, in a certain field in the parish of Mallwyd, in the county of Merioneth, called Caerbryn, now or late in the occupation of Hugh Lewis, and near the Minllyn School buildings.

And it is proposed by the intended Act to authorise the construction of the intended railway on such gauge as the Company may think fit, and to confer powers upon the Company of lateral and vertical deviation from the line and levels of the railway, as shown upon the plan and section hereinafter mentioned, within the limits to be prescribed by the said Act, and to confer powers upon the

Company for the purchase by compulsion of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase by agreement of other lands and buildings for the purposes of the intended railway, or undertaking, and to stop up, alter, or divert, temporarily or permanently, all or any roads, highways, railways, tramways, rivers, streams, canals, watercourses and navigations, bridges, telegraphic wires or apparatus, erections, or works, of any description which it may be necessary or convenient so to stop up, alter, or divert for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with the lands and buildings to be purchased, or with any road, way, water, or work as hereinbefore described, to be stopped up, altered, or diverted as aforesaid, or which would or might in any way prevent or interfere with carrying into effect the objects of the intended Act or any of them, and to confer other rights and privileges, and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to enable the Company to use the Cemmes Road station of the Cambrian Railways Company jointly with that Company, or to have the separate use of a portion of such station, and the booking and other offices, building works and conveniences connected therewith, upon such terms and conditions as may be mutually agreed upon between the Company and the Cambrian Railways Company, or failing agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided for by the intended Act, and to authorise the Company and the Cambrian Railways Company to make and carry into effect agreements with respect to such station, and for the working, use, maintenance, and regulation by the last mentioned Company of the intended railway stations and works upon such terms as may be agreed upon or prescribed by the intended Act, and also for facilitating the forwarding, conveyance, transmission, and exchange of the traffic of the respective Companies, and for dividing and apportioning the receipts arising therefrom, and to enable the Cambrian Railways Company to levy tolls, rates, duties, and charges upon the intended railway.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the Acts relating to the Cambrian Railways Company, that is to say, Acts (Local) 27 and 28 Vict., caps. 97, 147, 161, 262, and 263, and any other Acts relating to that Company.

And notice is hereby further given, that a plan and section in duplicate of the intended railway, and the lands to be taken under the compulsory powers of the Act, a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the line of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace of the county of Montgomery, at his office at Welshpool; and with the Clerk of the Peace of the county of Merioneth, at his office at Dolgellay; and that so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place in which any part of the railway, or any land to be taken under the compulsory powers of the Act, is or may be situate, will be deposited, 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 adjoining thereto, at his residence, and that all such deposits will be made before the 1st day of December

next, and will be accompanied by a copy of this notice, and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons, before the twenty-fourth day of December next.

Dated November 1st, 1864.

*Howell and Morgan, Solicitors, Machynlleth.  
Pritt, Sherwood, Venables, and Grubbe, 7, Great  
George Street, Westminster, Parliamentary  
Agents.*

#### Brecon and Merthyr Tydfil Junction Railway Company.

(Amalgamation—Purchase or Lease of Hereford, Hay, and Brecon Railway—Change of Name—Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill for the purposes, or some of the purposes following, viz.:

To empower the Hereford, Hay, and Brecon Railway Company (hereinafter called "The Hereford Company") to let either in perpetuity or for any limited period, and also to sell and transfer to the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Brecon Company"), all or any part of their undertaking and railways, works and conveniences, constructed or to be constructed, lands, property, rights, powers, privileges, easements, and authorities, agreements and benefit of agreements, present or future, of the Hereford Company, and whether affecting their own undertaking or the undertakings of the Company, and including works which may be sanctioned, and powers and rights which may be given by any Acts of next session for such rent, price, and consideration, and on such terms and conditions as have been or may be agreed upon, and to enable the Brecon Company to take such lease and accept such transfer, and upon any such transfer to change the name of the Brecon Company and of their undertaking.

To authorise the union and amalgamation of the aforesaid undertaking, railways, works, and conveniences, lands, property, rights, powers, and privileges, agreements, and benefit of agreements, and of the proprietary and stocks, shares and securities of the Hereford Company, or some part thereof, with those of the Brecon Company, and to confer upon the Company formed by such amalgamation a new name.

To sanction and give effect to agreements between the Brecon Company and the Hereford Company for the purposes, or any of the purposes of the Bill, and (if deemed expedient) to provide for the dissolution of the Hereford Company.

To apply to the purposes of the intended Bill any part of the funds which the Brecon Company are now authorised to raise, and to empower them to raise further money for the purposes of the Bill by borrowing and by the creation of new shares and stock, with or without a preference or priority of interest or dividend and other special privileges, and to adopt or to guarantee the debt of the Hereford Company, and to guarantee interest or dividend on their shares and stocks, or grant a preference or priority thereto, and to grant annuities or rent charges.

To enable the Hereford Company, their proprietors and creditors, to accept in lieu of their present shares, stocks and securities any shares, stocks, rent charges, annuities, or securities of the Company, and (if deemed expedient) to classify, define, limit and regulate the capital, shares, stocks and securities, charges, rights and privileges of the proprietors and creditors of the Company and the Hereford Company.

To alter the tolls, rates and duties which the Brecon Company and the Hereford Company respectively are authorised to take on their respective lines, or the lines of other Companies, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties respectively, and to confer, vary, or extinguish other rights and privileges.

To extend to the undertaking and premises leased, transferred, or amalgamated under the Bill, any leases or agreements for leases, and powers for making leases or agreements for leases, of the undertaking of the Brecon Company, and to give further powers in that behalf.

To amend or repeal the Acts of Parliament following, or some of them, that is to say: "The Brecon and Merthyr Junction Railway Act, 1859;" "The Brecon and Merthyr Railway (Extensions) Act, 1860;" "The Brecon and Merthyr Railway (Capital) Act, 1861;" "The Brecon and Merthyr Railway (Extensions) Act, 1861;" "The Brecon and Merthyr Railway Act, 1862;" "The Brecon and Merthyr Railway Act, 1863;" "The Rumney and Brecon and Merthyr Railways Act, 1863;" "The Brecon and Merthyr Railway Act (No. 1), 1864;" "The Brecon and Merthyr Railway (New Lines) Act, 1864;" "The Hereford, Hay and Brecon Railway Act, 1859;" "The Hereford, Hay and Brecon Railway (Deviation) Act, 1860;" "The Hereford, Hay and Brecon Railway Act, 1862;" "The Hereford, Hay and Brecon Railway Act, 1863;" and "The Hay Railway Act, 1860."

On or before the 23rd day of December next printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1864.

*Tillaard, Son, Godden and Holme, Old  
Jewry, London.*

*Cobb and Price, Brecon, Solicitors for the  
Bill.*

#### Roach River Fishery.

Incorporation of Company—Maintenance of Oyster Fishery—Construction of Oyster Beds—Tanks or Reservoirs, and Waterways—Exclusive Right of Depositing and Dredging for Oysters—Purchase of Lands, Rights, and other Privileges.

**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 (hereinafter called "The Company") and to confer on such Company all or some of the following powers (that is to say):—

1. To acquire the exclusive right of depositing, breeding, dredging, and fishing for oysters in that part of the River Roach which is covered by water at low neap tide, and is situate within the parishes or places of Foulness, Great Wakering, Little Wakering, Barling, Paglesham, Great Stanbridge, Little Stanbridge, Canewdon, and Eastwood, and places adjacent, all in the county of Essex, which is comprised within the following limits or boundaries (that is to say):—

Within a line drawn at the junction of the River Roach with the River Crouch as shown by the beacons at present erected, the property of the Burnham River Oyster Fishery Company, extending up the north side of the River Roach to the posts and beacons at the mouth of a creek known as the Pool Creek, and marking the southern boundary of an oyster laying extending up the said creek, the property of Mr. Alfred Crush Auger, thence up the said river to the eastern or north-eastern boundary of an oyster laying, the property of Mr. James Wiseman, as at present marked out

by beacons on the northern shore and by a buoy in the river; thence along the southern boundary, known as the offing, of the said last-named oyster laying to the north or north-western boundary thereof, as at present marked out by beacons on the northern shore and by a buoy in the river; thence up the north side of the said river to the eastern or north-eastern boundary of an oyster laying, the property of the Rev. Buxton Smyth, as at present marked out by beacons on the northern shore and by a buoy in the river; thence along the southern boundary or offing of the said laying to the point where the said laying adjoins the layings of Mr. Alfred Crush Auger and Mr. Browning; thence in a southerly direction to the posts on the shore marking the eastern or north-eastern boundary of the said oyster laying, the property of the said Mr. Browning; thence extending down the south side of the River Roach, along the Potten shore to Potten Point, and from thence across the mouth of the creek called or known by the name of Yoke Fleet, to the posts marking the north-eastern boundary of an oyster laying extending up the said creek the property of Mrs. Gilson Auger; thence extending down the Foulness shore of the said river to the point of junction with the River Crouch, as shown by the beacons at present erected, the property of the said Burnham River Oyster Fishery Company.

2. To make and maintain in the said parish of Paglesham, tanks, beds, or reservoirs, for the storage of oysters, and a cut, or waterway, connected therewith, and it is intended to divert into such cut or waterway, beds, or reservoirs, the waters flowing from the River Roach.

3. To make, construct, maintain, and provide dams, embankments, sea walls, buildings, workshops, stores, sheds, wharves, lay-byes, locks, sluices, gates, flood-gates, openings, cranes, and other apparatus necessary or convenient for any of the purposes aforesaid.

4. To purchase and take by compulsion, and also by agreement, lands, houses, hereditaments, tolls, rights, franchises, and privileges.

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

And it is intended to incorporate with the intended Act wholly or in part "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," and "The Companies Clauses Act, 1863," or some or one of such Acts.

And notice is hereby given that on or before the 30th November instant, plans delineating the lands intended to be taken compulsorily, and plans and sections of the proposed tanks, beds, reservoirs, and other works, with a book of reference to such plans respectively, and a copy of this Notice as published in the London Gazette, will be deposited for public inspection at the office of the Clerk of the Peace for the county of Essex, at his office, at Chelmsford, in that county, and on or before the said 30th November instant, a copy of so much of the said plans, sections, and book of reference, as relates to the parish in which the said works will be made, and in which the land intended to be taken compulsorily is situate, together with a copy of the Gazette Notice, will be deposited for public inspection with the parish clerk of such parish.

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

Dated this 9th day of November, 1864.

J. Henry Johnson, 47, Lincoln's-inn-fields, London, W.C.

Swansea Vale and Neath and Brecon Junction Railway Company.

(Branches to Abercrave, and to Swansea and Neath Railway—User of portions of other Railways—Additional Capital—Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session for an Act to empower the Swansea Vale, and Neath and Brecon Junction Railway Company, to make and maintain a branch railway, with stations, approaches, works and conveniences, commencing in the parish of Ystradgynlais by a junction with the authorised line of the Swansea Vale and Neath and Brecon Junction Railway, at a point in an enclosure numbered 165 in the plan deposited in respect of that railway with the Clerk of the Peace for the county of Brecon, in the month of November, 1863, and terminating in the same parish, at or near to the bridge carrying the tramway or tramroad belonging to the Abercrave colliery and works over the River Tawe, which said intended branch railway and works will pass through the hamlet of Penrhos and be wholly situate within the parish of Ystradgynlais, in the county of Brecon.

And a railway commencing in the hamlet of Saint Thomas, in the parish of Swansea, by a junction with the Swansea Vale Railway near the Swansea Vale Railway Company's engine-house, and terminating in the same hamlet and parish by a junction with the Swansea and Neath line of the Vale of Neath Railway Company, at the east end of the girder bridge carrying that line over the new cut at Swansea, which said intended railway will be wholly situated in the hamlet of Saint Thomas, parish of Swansea, and county of Glamorgan.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say:

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed branch railways and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed branch railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

To cross, divert, alter, or stop up for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and water-courses, within or adjoining the parishes and hamlets aforesaid.

To apply to the purposes of the intended Act any capital or funds which the Company have raised or have authority to raise, and to raise a further sum of money for those purposes by new shares, preferential or ordinary, and by mortgage.

And it is intended by the said Act to extend and make applicable to the said branch railways and works all or any of the provisions of the "Swansea Vale and Neath and Brecon Junction Railway Act, 1864," with respect to working and other agreements.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the "Swansea Vale and Neath and Brecon Junction Railway Act, 1864," the 9th and 10th Vic. cap. 31, and 25th and 26th Vic. cap. 167, and all other Acts relating to the Vale of Neath Railway—the 9th Geo. 4. cap. 91, and all other Acts relating to the Llanelly Railway and Dock Company.

The intended Act will empower the Company, and all companies and persons working or using their authorised or intended railways, or any part



thereof, to run over, work, and use with their engines, carriages, and waggons, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions to be prescribed by the Act, or (failing agreement) settled by arbitration, the following railways and portions of railway, viz.:—

1. So much of the Swansea and Neath line of the Vale of Neath Railway Company as is situated westward of the intended junction therewith of the railway secondly before described.
2. So much of the Swansea Harbour Railway as is situated westward of the said Swansea and Neath line.
3. The Swansea lines of the Llanelly Railway and Dock Company.

Together with all terminal and other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering-places, sheds, standing room for engines, works, and conveniences, water supplies, telegraph signals, and machinery in and upon those railways and portions of railway respectively, and to require the Companies and persons owning and working the said railways and portions of railway respectively, to afford and render all facilities and services for the purposes aforesaid.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended branch railways and works, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 30th November, in the present year, with the Clerk of the Peace for the county of Brecon, at his office in the town of Brecon; and with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff; and with the parish clerks of the parishes of Ystradgynlais and Swansea, at their respective residences.

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 10th day of November, 1864.

*Edward Strick*, Swansea, Solicitor.

*William Bell*, 26, Duke-street, Westminster  
Parliamentary Agent.

Barnet, Hendon, Hampstead, and London  
Railway.

(Incorporation of Company; Construction of Railways; Traffic Arrangements; 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 (hereinafter called "the Company," ) and to confer on the Company power to construct and maintain the railways following, with all proper stations, approaches, works, and conveniences connected therewith respectively, or some or one of them, viz.:—

No. 1. A railway, all in the parish of St. John, Hampstead, and county of Middlesex, commencing by a junction with the London and North Western Railway, near the Chalk Farm Station thereon, at a point about 300 yards west of the bridge which crosses the Regent's-park-road and Gloucester-road over that railway, and terminating at a point in a field abutting upon the east side of the

Finchley-road, about 300 yards northward of the North Star public-house, and about 350 yards south-east of the Finchley-road station of the Hampstead Junction Railway.

No. 2. A railway, all in the said parish of St. John, Hampstead, commencing by a junction with the authorized line of the Metropolitan and St. John's Wood Railway, at a point on the Finchley-road, immediately in front of the Swiss Cottage public-house, and terminating by a junction with the said intended Railway No. 1, at the termination thereof before described.

No. 3. A railway, commencing by a junction with the said intended Railways No. 1 and No. 2, at termination thereof before described, thence passing from, in, through, or into the parishes, townships, and extra-parochial and other places of St. John, Hampstead, Hendon, Finchley, and Monken Hadley, in the county of Middlesex, and Totteridge, Barnet, East Barnet, and Chipping Barnet, in the county of Hertford, and terminating in the said parish of Monken Hadley, near the town of Barnet, by a junction with the authorized Barnet branch of the Great Northern Railway, in the field numbered 25 on the plan deposited in respect of that branch railway with the Clerk of the Peace for the county of Middlesex in the month of November, 1863.

No. 4. A railway, commencing in the parish of Finchley by a junction with the intended Railway No. 3, at a point in the field extending from Grass farm-house to and abutting upon Dollis Brook, and terminating in the parish of Hendon by a junction with the authorized London, Edgware, and Highgate Railway, at or near Frith-lane, and about 150 yards from the junction of Frith-lane with the road from Mill-hill to Dollis and Finchley, all which intended railway will be situated in the parishes of Finchley and Hendon, in the county of Middlesex.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say:—

To purchase, by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the said proposed railways and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To cross, divert, alter, or stop up, for the purposes of the intended Act, and either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses, within or adjoining the parishes and places aforesaid, or any of them.

And it is intended by the said Act to empower the Company to make and carry into effect agreements with the London and North Western Railway Company, the Great Northern Railway Company, the London, Edgware, and Highgate Railway Company, and the Metropolitan and St. John's Wood Railway Company, or with either of them, with respect to the maintenance and management, use, and working of the railways of the Company, and the conveyance of traffic thereon, and on the railways of the contracting Companies, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge, or repeal all or some of the powers, and provisions of



the several local and personal Acts of Parliament following, or some of them, viz.: 3 and 4 Will. 4, cap. 36; and 9 and 10 Vict., cap. 204; and all other Acts relating to the London and North Western Railway Company; 9 and 10 Vict., cap. 71; and 27 and 28 Vict., cap. 202; and all other Acts relating to the Great Northern Railway Company; 25 and 26 Vict., cap. 46; and of all other Acts relating to the London, Edgware, and Highgate Railway Company, and "The Metropolitan and St. John's Wood Railway Act, 1864."

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th November in the present year, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions-house, Clerkenwell, and with the Clerk of the Peace for the county of Hertford, at his office at St. Alban's; and 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 and works will be made, together with a copy of the said Gazette notice, will be deposited, on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence, and as regards any extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

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 10th day of November, 1864.

*Gregory, Champion, and Eady*, 18, Park-street, Westminster, and 12, Clement's Inn, W.C., Solicitors.

*William Bell*, 26, Duke-street, Westminster, Parliamentary Agent.

In Parliament—Session 1865.

Horsey Island Reclamation.

(Additional powers.)

(Construction of Railway from Tendring Hundred Railway at Walton to Horsey Island—also of Pier and other works. Powers to and affecting the Tendring Hundred, Mistle, Thorpe, and Walton, and Great Eastern Railway Companies—Amendment of Acts.)

**N**OTICE is hereby given, that the Horsey Island Reclamation Company (who are herein referred to as "The Company") intend 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, that is to say:—

To authorize the construction by the Company of a railway, with all necessary stations, approaches, works and conveniences connected therewith, to commence in the parish of Walton-le-Soken in the county of Essex, by a junction with the authorized extension of the Tendring Hundred Railway, in or near a field called Rose Field, in the said parish of Walton-le-Soken, belonging to Mrs.

Dennis, and in the occupation of John Barton, numbered 26 on the deposited plans of the Tendring Hundred Railway Extension referred to in "The Tendring Hundred Railway Acts Amendment

Act, 1864," to pass thence through or into the said parish of Walton-le-Soken, and the parish of Kirby-le-Soken, and the bed and shore of the sea in Walton Channel, in the county of Essex, and to terminate in the said parish of Kirby-le-Soken, at or near a place called Stone Point, on the north eastern extremity of Horsey Island.

To authorize the Company to construct a wharf, landing place, or pier, with warehouses, and all other necessary works and conveniences, in the said parish of Kirby-le-Soken, at or near Stone Point aforesaid.

To authorize the Company to reclaim from the sea, drain, and enclose such of the mud and other waste lands, in the said parishes of Walton-le-Soken and Kirby-le-Soken, as will be situate between the line of the proposed railway and the mainland and Horsey Island; and to give powers for the execution of all works necessary for the embankment and entire reclamation, and for the sale and disposal, when reclaimed, of the whole or any part of the said lands, and for bringing the same into cultivation.

To authorize the Company to carry the said works into execution, with all usual and necessary provisions, powers, and privileges for giving effect to the same. And to enable the Company to enter into and carry out any arrangement or arrangements that may be necessary to be entered into with the Commissioners of Her Majesty's Woods, Forests, and Land Revenues; the Board of Trade, or any other department of Her Majesty's Government; the Lords of the Manors of Walton-le-Soken and Kirby-le-Soken; in regard to the rights of the Crown, and the Lords of the said Manors (if any) in and over the marshes; waste lands; mud banks, flats, and shoals; to be taken or used for the purposes of the undertaking to be authorized by the said Bill.

And it is further intended by the said Bill to apply for the following, or some of the following, among other powers:—

To deviate laterally from the lines of the intended railway, wharf, landing place, or pier, and other works, to any extent, to be shown on the plans to be deposited as hereinafter mentioned, and also to deviate vertically from the levels shown on the sections to be deposited along with such plans.

To cross, divert, alter, or stop up, whether temporarily or permanently; all such roads, thoroughfares, streams, pipes; drains, sewers, dains, and navigations, within the before mentioned parishes, or near thereto, as it may be necessary to cross, divert, alter, or stop up, for any of the purposes of the said Bill.

To purchase and take by compulsion; and also by agreement, lands, houses, waters, tenements; and hereditaments, for the purposes of the railway, wharf, landing place or pier, and other works, and of the Bill, and to vary or extinguish all existing rights and privileges which would in any manner interfere with any of the objects of the Bill.

To levy tolls, rates and charges upon or in respect of the intended railway, wharf, landing place or pier, and other works, and to confer, vary, or extinguish other rights and privileges.

To empower the Company, on the one hand, and the Tendring Hundred Railway Company, the Mistle, Thorpe, and Walton Railway Company; and the Great Eastern Railway Company, or any or either of those Companies on the other hand, from time to time to enter into and carry into effect arrangements and agreements with reference to the working, use, management, construction, and maintenance of the intended railway and other works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic

of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the fixing, and ascertaining, and division, and apportionment of the tolls, rates and charges arising from such traffic, and to confirm any agreement already made, or which prior to the passing of the Bill may be made, in relation to any of the matters aforesaid.

To authorize the Company, their officers, clerks, and servants, to run over, work and use, with their engines and carriages, and for the purposes of their traffic, upon such terms (in default of agreement) as shall be settled by the Board of Trade, or by arbitration, so much of the Tendring Hundred Railway as may be necessary to obtain access to the Walton station of that railway, including the use of that station and of the booking offices, warehouses, sidings, watering places, works and conveniences, connected with such portion of the Tendring Hundred Railway and the said station.

To require the Company or Companies owning or working the Tendring Hundred Railway, the Mistley, Thorpe, and Walton Railway, and the Great Eastern Railway, to receive, book through, forward, accommodate, and deliver on and from the said respective railways, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from, or destined for, the undertaking of the Company, upon such terms and conditions as may be agreed upon, or failing such agreement, as shall be settled by arbitration or be defined by the Bill; and if need be to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

To enable the Company to apply their existing funds and any monies which they have still power to raise to the purposes of the said Bill, and for the same purposes to raise additional capital by shares or stock, or by borrowing, and to attach to such shares or stock any preference or priority of interest or dividend, and any other advantage which the Bill may define.

And it is further intended by the said Bill to empower the Company to purchase by compulsion, or otherwise, additional lands and other property for the purposes of the undertaking authorized by "The Horsey Island Reclamation Act, 1863," such additional lands and other property being in the parishes of Walton-le-Soken and Kirby-le-Soken, in the county of Essex, and lying between the proposed line of railway on the one side, and the main land, Horsey Island, and the works of the Company already authorized, on the other side.

The Bill will amend and enlarge some of the powers and provisions of "The Horsey Island Reclamation Act, 1863," "The Tendring Hundred Railway Act, 1859," "The Tendring Hundred Railway Act, 1862," "The Tendring Hundred Railway Extension Act, 1863," "The Tendring Hundred Railway Acts Amendment Act, 1864," "The Mistley, Thorpe, and Walton Railway Act, 1863," "The Mistley, Thorpe, and Walton Railway (Branch) Act, 1864," also of "The Great Eastern Railway Act, 1862," and of the several other Acts relating to the Great Eastern Railway Company.

The Bill will also incorporate with itself the necessary provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Rail-

ways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and "The Harbours, Docks, and Piers Clauses Act, 1847."

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections describing the lines, situation, and levels of the intended works, and the lands, houses, and other property in or through which they 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, houses, and other property, and a published map with the line of the said intended 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 Essex, at his office at Chelmsford; 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 said parishes hereinbefore named in or through which the said intended works will be made, or in which any lands, houses, or other property intended to be taken are situate, and a copy of this 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 clerk of some parish immediately adjoining such extra parochial place at his place of abode.

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 9th day of November, 1864.

*Chas. Jas. Ashenhurst*, Secretary, Horsey Island Reclamation Company.

#### Melton and Grantham Railway.

(Incorporation of Company. Construction of Railway Traffic Arrangements. Amendment of Acts.)

NOTICE is hereby given, that application will be made to Parliament in the next Session for an Act to incorporate a Company (hereinafter called "The Company,") for making and maintaining a railway, with stations, approaches, works, and conveniences, commencing in the parish of Melton Mowbray, in the county of Leicester, by a junction with the Syston and Peterborough Branch of the Midland Railway Company, at a point about 50 yards to the eastward of a mile-post on the above railway, indicating 10 miles and a half from Syston, and  $37\frac{1}{2}$  miles from Peterborough, and near to a mill called New Mill. Thence passing from, in, through, or into the parishes, townships, and extra parochial, and other places following, or some of them, viz.:

Burton Lazars, Thorpe, Arnold, otherwise Thorp Arnold, Brentingby, Syson by Holwell, Welby, Freeby, Scalford, Caldwell, Waltham on the Wolds, Wykeham, Goadby Marwood, Eastwell, Eaton, Branstone, otherwise Branston, Croxton Kerrial, otherwise Croxton Kyriel, otherwise Croxton Keyrial, Croxton Park, Knipton, Harston, Bescoby, otherwise Bescaby, in the county of Leicester, and Woolsthorpe, otherwise Woolsthorpe-by-Belvoir, Denton, Harlaxton, Barrowby, Earls Fields, Stroxtan and Little Ponton, Houghton, and Walton, in the Parts of Kesteven, in the county of Lincoln, and terminating in the parish of Spittlegate, in the Parts of Kesteven, in the said county of Lincoln, by a junction with the Great Northern Railway, at a point 80 yards or thereabouts to the north-westward of a mile.

post indicating 105 miles from London, and near a bridge carrying the said Great Northern Railway over a lane called Brick Hill-lane, otherwise Brick Kiln-lane.

The intended Act will empower the Company to exercise all or some of the following powers, that is to say :—

To purchase by compulsion or otherwise, to acquire lands, houses, and other property, for the purposes of the said intended railway and works, and to alter, vary, or extinguish all existing rights and privileges connected with or incident to such lands, houses, and property, and to confer other rights and privileges.

To cross, stop up, use, alter, or divert temporarily, or permanently, streets, roads, tramways, railways, streams, watercourses, canals, drains, pipes and aqueducts, so far as may be necessary or convenient, in constructing and maintaining the said intended railway and works connected therewith.

To levy tolls, rates, duties, and charges upon or in respect of the said intended railway and works, to grant exemptions from payment of such tolls, rates, duties, and charges, and to raise capital by shares, and by borrowing for the purposes of the said Act.

The intended Act will enable the Company on the one hand, and the Great Northern Railway Company and Midland Railway Company, or either of them, on the other hand, from time to time, to enter into and carry into effect contracts and agreements with respect to the working, use, management, and maintenance of the whole or any portion of the intended railway and works, and with respect to the traffic passing over the railways of the contracting Companies, or any part of them, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts and revenue to be levied, taken, and received for or in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

And it is also proposed to incorporate in the said Act, all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

And the intended Act will amend some of the powers and provisions of the several Acts of Parliament following, or some of them, viz. :— (Local and Personal) 9 and 10 Vict., caps. 71 and 88; and of all other Acts relating to the Great Northern Railway Company, and 7 and 8 Vict., cap. 18; and of all other Acts relating to the Midland Railway Company.

Maps, plans, and sections describing the line, situation, and levels of the proposed railway and works, and the lands, houses, and other property which may be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands and houses and other property, and a copy of this notice, as published in the London Gazette, will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the county of Leicester, at his office in Leicester, and with the Clerk of the Peace for the Parts of Kesteven in the said county of Lincoln, at his office in Sleaford, in the said county, 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 aforesaid parishes, will, together with a copy of this notice, be deposited for public inspection with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of the immediately adjoining parish.

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, 1864.

Dated this 10th day of November, 1864.

*Gregory, Champion, and Eady*, 18, Park Street, Westminster, and 12, Clement's Inn, London.

*H. and T. Beaumont*, Grantham, Solicitors.

*William Bell*, 26, Duke Street, Westminster, Parliamentary Agent.

In Parliament—Session 1865.

Hoylake Railway.—New Works.

(Construction of New Railways and Works; Compulsory Purchase of Lands; Tolls; Additional Capital; Amendment of Act; and other purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to enable the Hoylake Railway Company (hereinafter called the Company) to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications connected therewith, viz. :—

Railway No. 1.—A railway wholly situate in the parish of Wallasey, in the county of Chester, commencing in the township of Wallasey, by a junction with the authorized line of the Hoylake Railway Company in a garden belonging to Mr. Bewley, numbered 192 on the plans deposited with the Clerk of the Peace for the county of Chester in respect of that railway (Railway No. 1), and thence passing from, in, through, or into the several townships, extra parochial, and other places following, or some of them (that is to say) Wallasey, Poolton, Poolton-cum-Seacombe, Liscard, and New Brighton, and terminating in New Brighton, in the township of Liscard, in the said parish of Wallasey, at or near a point, in a piece of uncultivated land belonging to the trustees of the late William Rowson, Esquire, about 80 yards southward of the Assembly Rooms at New Brighton aforesaid.

Railway No. 2.—A railway wholly situate in the said parish of Wallasey, in the said county of Chester, commencing in the said township of Poolton-cum-Seacombe, by a junction with the authorized line of the Hoylake Railway Company, in a field belonging to Townshend Mainwaring, Esq., numbered 121 on the plans deposited with the Clerk of the Peace of the county of Chester, in respect of the Hoylake Railway (Railway No. 1), and thence passing from, in, through, or into the townships of Poolton-cum-Seacombe and Wallasey, and terminating in the township of Wallasey aforesaid, by a junction with the hereinbefore described intended Railway No. 1 at or near a point in a field called Mill Hey, belonging, or reputed to

belong, to Harold Littledale, Esq., 350 yards or thereabouts, northeastwardly of the dwelling-house known as Heath Bank, belonging to John Ripley, Esq.

**Railway No. 3.**—A railway wholly situate in the said parish of Wallasey, in the said county of Chester, commencing by a junction with the hereinbefore described Railway No. 1, at the hereinbefore described termination thereof in New Brighton, in the township of Liscard, in a piece of uncultivated land belonging to the trustees of the late William Rowson, Esq., and thence passing from, in, through, or into the several townships, extra-parochial, and other places following, or some of them, that is to say, New Brighton, Wallasey, Liscard, Egremont, Poolton-cum-Seacombe and Seacombe, and terminating in Seacombe, in the said township of Poolton-cum-Seacombe, by a junction with the authorized line of the Hoylake Railway Company in a garden or orchard belonging to George Smith, Esq., numbered 12A on the plans deposited with the Clerk of the Peace of the county of Chester in respect of the Hoylake Railway (Railway No. 1).

**Railway No. 4.**—A railway, wholly situate in Seacombe, in the said township of Poolton-cum-Seacombe, in the parish of Wallasey, in the county of Chester, commencing by a junction with the hereinbefore described Railway No. 3, at or near a point in a field called the Big Great Hey, belonging to the trustees of the late Richard Smith, Esq., 66 yards or thereabouts in a north-westwardly direction from the west end of St. Paul's Church, in Seacombe aforesaid, and terminating by a junction with the authorized line of the Hoylake Railway Company in a field belonging to Charles Edward Rawlins, Esq., numbered 26 on the plans deposited with the Clerk of the Peace of the county of Chester in respect of the Hoylake Railway (Railway No 1),

And it is proposed by the said intended Act to confer on the Company all necessary powers to effect the objects following, or some of them, that is to say:—

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, 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, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended railways and works; and also to purchase and acquire in fee or for some lesser or other estate, either by compulsion or agreement, for the purposes of their undertaking, the lands and hereditaments hereinafter described or referred to (that is to say): a certain piece of land situate in the township of Poolton-cum-Seacombe, in the parish of Wallasey, in the county of Chester, forming the northernmost part of the north reserve, bounded on the north by Seacombe Ferry, on the east by the River Mersey, on the south by the shipbuilding yard of Messrs. Bowdler, Chaffer, and Co., and on the west by the new road leading from Seacombe Ferry southwardly towards the Birkenhead Docks; and

A certain piece of land situate partly in the extra-parochial township of Birkenhead, and partly in the parish of Bidston, bounded on the north-west by the Wallasey Bridge Road, on the

north-east by the Upper or West Float of the Birkenhead Docks, on the south-east by the Graving Docks of the Mersey Docks and Harbour Board, and on the south-west by Beaufort-road.

To alter, vary, or extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased and acquired for the purposes of the intended Act which would in any manner impede or interfere with such purposes, or any of them, or with the construction, maintenance, and use of the said intended railways and works, or any of them.

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

To enable the Company to apply any capital or funds now or hereafter belonging to them or under their control to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes by the creation of new shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means, and to attach to any portion of the present authorised capital of the Company a preference or priority in the payment of interest or dividends, and to cancel any part of the shares in the capital of the Company, and to grant others in lieu thereof, upon such terms and conditions as shall be prescribed in the said intended Act.

To alter, amend, extend and enlarge, and if need be to repeal the powers and provisions of the Hoylake Railway Act, 1863, or some part or parts thereof.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, and of the said other lands and hereditaments proposed to be purchased or acquired, together with books of reference to such respective plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers of such lands, houses, and hereditaments, together with a published map with the line of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November, 1864, with the Clerk of the Peace for the county of Chester, at his office in Chester, and that a copy of so much of the said plans and sections and books of reference as relate to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, 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 adjoining parish at his place of abode.

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

Dated this 14th day of November, 1864.

*Littledale, Ridley, and Bardswell*, Liverpool,  
Solicitors of the said Company.

*Wyatt and Metcalfe*, 28, Parliament-street,  
Westminster, Parliamentary Agents.

**Forcett Railway.**

(Incorporation of Company for making a Railway from the Darlington and Barnard Castle Branch of the Stockton and Darlington System of the North-Eastern Railway, near to Gainford, in the county of Durham, to near to Forcett, in the North Riding of the county of York—Powers to form a Junction with the said Branch Railway, to enter into. Working, Maintaining, and Traffic Arrangements with the North-Eastern Railway Company, or with the Darlington Committee of the said Company—Amendment of Acts, and for 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 by the name of "The Forcett Railway Company," or such other name as shall be deemed expedient, and to confer upon such Company powers for all or some of the following purposes, that is to say:—

To make and maintain a railway, with all necessary stations, bridges, works, and conveniences connected therewith, and approaches thereto, commencing by a junction with the rails of the Darlington and Barnard Castle Branch of the Stockton and Darlington System of the North-Eastern Railway, at a point on such branch railway about 44 lineal yards westward of the occupation bridge across the said branch, between the  $6\frac{1}{4}$  and  $6\frac{1}{2}$  mile posts on the said branch, in the township of Gainford, in the parish of Gainford, in the county of Durham, and thence passing, in, through, or into the several parishes, townships, chapelries and extra-parochial or other places following, or some of them, that is to say, Gainford and Piercebridge, in the county of Durham, Aldbrough, Barforth, Caldwell, Cliffe, Carkin, Eppleby, Forcett, Gilling, Layton, Melsonby, and Stanwick, in the North Riding of the county of York, and terminating near Forcett, on the north side of the highway leading from Forcett to East Layton, where the road from Caldwell joins the said highway, and in a Limestone Quarry, in the township of Forcett, in the parish of Gilling, in the North Riding of the county of York, belonging to John Michell, and in the occupation of John Michell and others.

To construct stations, booking offices, communications, sidings, watering-places, works, and other conveniences connected with the said intended railway, in the several parishes, townships, chapelries, extra-parochial places, and other places before mentioned, or some of them, for working and using the said railway; and also to authorise and regulate the proposed junction with the North-Eastern Railway, and also any other junctions which may be required with the said railway at the commencement of the said intended railway, and the construction of any works in and upon property belonging to the North-Eastern Railway Company, or any other Railway Company, in the several parishes, townships, chapelries, extra-parochial and other places aforesaid.

To deviate in constructing the proposed railway and works from the line and levels laid down on the plans and sections thereof, to be deposited as after-mentioned, to such an extent as shall be defined upon the said plans or authorized by the said Act.

To purchase, compulsorily or otherwise, the lands, houses, and other property, rights, and interests, in the before-mentioned parishes, townships, chapelries, and extra-parochial places required for the purpose of the railway and works to be authorized as aforesaid; and to vary or extinguish all or any rights and privileges in any manner connected with the said lands, houses, and other property, rights and interests, or with any railway

or bridge, or station, public or other street, or other works interfered with by the said intended railway or works, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, or any of them.

To levy tolls, rates, charges, and duties for or in respect of the use of the said intended railway and works, and of the carriages, waggons, trucks, and engines used thereon, and for the conveyance of traffic thereon; to alter existing tolls, rates, charges, and duties; to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties; and to confer, vary, and extinguish other rights and privileges.

To alter, cross on the level or over, or under or otherwise, vary, stop up and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, mill-dams, drains, pipes, sewers, and water-courses, gas and water mains and pipes, and other works situated within or adjoining, or near to the aforesaid parishes, townships, chapelries, and extra-parochial or other places, or any of them which it may be necessary, to cross or interfere with in the construction or use of the said intended railway and works, or any or either of them.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking, for the purpose of carrying the said undertaking into effect; and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Arbitration Act, 1859;" and all other statutes, powers, and provisions necessary for the purposes to be authorised by the said intended Act.

To enable the said intended company and the North-Eastern Railway Company and the Darlington Committee thereof, or either of them, to enter into, make, and carry into effect such agreements, and upon such terms and conditions as they may think fit, in respect of the working and use by the North-Eastern Railway Company and the Darlington Committee thereof, or either of them, of the said intended railway and other works, and the regulation and management by such company or committee or otherwise of the traffic upon or over the said intended railway and works, or any part or parts thereof, and the payment and also the division and apportionment between the said companies or committee of the costs, charges, and expenses of such use, and working and management, and of the tolls, rates, and duties received in respect of such traffic.

To enable the said intended company and the North-Eastern Railway Company or the said Darlington Committee, to enter into arrangements and agreements with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works connected therewith, at or near the junction of the said intended line with the said branch of the North-Eastern Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively, and as to the maintenance and use of the junctions of the said intended railway with the said existing railway, upon payment of such tolls, rates, and charges, or upon such other terms and conditions as may be agreed upon, or as shall be ascertained

by arbitration upon the application of any or either of the Companies desiring such reference or otherwise, as shall be provided for by the said Act.

It is also proposed by the said Act to take powers to enable the said intended Company and the North-Eastern Railway Company or the Darlington Committee to enter into arrangements and agreements with regard to the maintenance, management, and use of joint or separate stations, sidings, and other necessary works, at the points where the said intended railway joins the said branch line of the said North-Eastern Railway Company, or with respect to the use by the intended company of the stations, sidings, and other works of the North-Eastern Railway Company at present existing at or near such points, and with respect to the use and management of the respective junctions between the said intended and existing railway, upon payment of such tolls, rates, and charges, or upon such terms as may be agreed upon, or as shall upon the application of either of the said companies, be ascertained and determined by arbitration or otherwise, or shall be prescribed in or provided for by the said intended Act, and to ratify and confirm any agreements which have been made or which may be made between the said intended Company, or the promoters thereof, and the North-Eastern Railway Company, or the Darlington Committee, or either of them, in relation to the matters aforesaid.

And it is intended by the said Act to take powers to compel and authorize the North-Eastern Railway Company, and the Darlington Committee to book through, receive, and forward over their railway, and over all other railways worked or used by them, all passengers, goods, minerals, animals, and other traffic to and from the said intended railway, and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from their line of railway, and other railways worked or used by them, and in like manner to compel and authorize the said intended company to book through, receive, and forward over the said intended railway, all passengers, goods, minerals, animals, and other traffic to and from the North-Eastern Railway Company and the Darlington System thereof, or either of them, or to and from any railways worked or used by them, and to afford all necessary facilities for the passage and transmission of such traffic upon, on, or along, and from the said intended railway, and to enable either of the said companies or committee to charge tolls, rates, and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, or to provide for the ascertaining and determining the same by arbitration upon the application of the said intended company, or of the North-Eastern Railway Company, or the Darlington Committee, as the case may require, or otherwise, as the same shall be provided for in the said Act, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

And it is intended by the same Act to alter, amend, extend, and enlarge, and where necessary to repeal, all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—"The Stockton and Darlington Railway (Amalgamation) Act, 1858;" "The Stockton and Darlington Railway (Durham Lines) Act, 1858;" "The Stockton and Darlington Railway (North Riding Lines) Act, 1858;" "The Stockton and Darlington Railway Act, 1859;" "The Stockton and Darlington Railway Act, 1860;" "The Stockton and Darlington Railway (Capital) Act, 1861;" "The Stockton and Darlington Railway (Works) Act,

1861;" "The Stockton and Darlington Railway (Towlaw and Crook) Act, 1862;" "The Stockton and Darlington Railway (Amalgamation) Act, 1862;" "The South Durham and Lancashire Union Railway Act, 1857;" "The South Durham and Lancashire Union Railway (Deviation) Act, 1859;" "The Eden Valley Railway Act, 1858;" "The Eden Valley Railway Act, 1862;" "The Frosterley and Stanhope Railway Act, 1861;" "The Frosterley and Stanhope Railway Act, 1862;" 6 Will. 4, cap. 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; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 167, 221, and 238; and 27 and 28 Vic., caps. 20, 49, 55, and 67; and all other Acts relating to the North-Eastern Railway Company, and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts of Parliament, the provisions of which will be interfered with by the said Act; and also, if need be, to reduce or vary the tolls, rates, and charges authorized to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

And notice is hereby given, that duplicate plans and sections defining the line and levels of the said intended railway, and approaches and works, and the lands, houses, and other property which may be required to 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 the lands and houses proposed to be taken; and a published map, wherein will be defined the general course or direction of such railway, and also 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 Durham, at the city of Durham, in the county of Durham, and with the Clerk of the Peace for the North Riding of the county of York, at Northallerton, in the said Riding, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes or extra-parochial places, in or through which the said intended railway and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the said 30th day of November, in the case of parishes, with the parish clerk of each such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

Printed copies of the Act or Bill 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 6th day of November, 1864.

T. Richardson, Barnard Castle, Solicitor.



**Okehampton Railway (No. 2).**

(Extensions to Devonport, Plymouth, Keyham, and Sutton Pool; Running Powers over the Launceston and South Devon, the South Devon and Tavistock, and the South Devon Railways; Powers to lay down additional rails on part of South Devon and Tavistock Railway; Working Arrangements with other Companies; Confirmation of Agreements; Powers to raise and apply Capital; Change of Corporate Name; Increase of Directors; and appointment of Committees; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, by the Okehampton Railway Company (hereinafter called "the Company," for an Act for the following purposes, or some of them:—

To authorize the Company to make and maintain the railways hereinafter mentioned, or some or one of them, with all necessary stations, approaches, works, and conveniences connected therewith respectively, that is to say:

A railway (No. 1) commencing in the parish of Mary Tavy, otherwise St. Mary Tavy, otherwise Tavy St. Mary, in the county of Devon, by a junction with the extension railway authorized by "The Okehampton Railway Act, 1863," in a field numbered 6, in the said parish, on the plans deposited for the purposes of the said Act with the Clerk of the Peace for the county of Devon, in November, 1862, and terminating in the parish of Tavistock, in the county of Devon, at or near a point on the road or highway, as lately diverted, leading from the town of Tavistock to the passenger station of the South Devon and Tavistock Railway at Tavistock, and which point is one chain or thereabouts, measured along that road or highway to the westward of the bridge carrying the Launceston and South Devon Railway over such diverted road, and which said intended railway (No. 1) will be made or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them (that is to say): Mary Tavy, otherwise St. Mary Tavy, otherwise Tavy St. Mary, Peter Tavy, otherwise St. Peter Tavy, Lidford, Lamerton, Brentor, and Tavistock, all in the county of Devon.

A railway (No. 2) situate wholly in the parish of Tavistock, in the county of Devon, commencing by a junction with the intended railway (No. 1), at a point in an occupation road, leading to a quarry belong to and occupied by the Duke of Bedford, and situate near to and on the eastern side of the Launceston and South Devon Railway, and which point of junction is six yards or thereabouts to the westward of the bridge, carrying that railway over that occupation road, and which last-mentioned bridge is five chains or thereabouts, measured in a northerly direction along that railway from the bridge by which the said railway is carried over the diverted road or highway hereinafore mentioned, and terminating by a junction with the South Devon and Tavistock Railway, at or near the northern end of the passenger station of that railway at Tavistock.

A railway (No. 3) commencing in the said parish of Tavistock by a junction with the intended railway (No. 1) at the termination thereof, as above described, and terminating in the parish of Stoke Damerel, in the county of Devon, in a field belonging to Richard Baker Wingfield Baker, George Bassett Lennard, Digby Hammer Richard Wingfield, and Edward St. Aubyn, or some or one of them, and occupied by William George Weeks, and which field abuts

to the northward on a road or highway leading from Stoke by Milehouse to Tavistock, and the north-east corner of which field is three chains, or thereabouts, measured along such last-mentioned road or highway, in a westerly direction from an inn at Milehouse, called "The Britannia Inn," and which said intended railway (No. 3), will be made, or pass from, through, or into the several parishes, extra-parochial and other places following, some or one of them (that is to say): Tavistock, Whitchurch, Buckland Monachorum, Beer Ferris, Beer Alston, Tamerton Foliot, St. Budeaux, Pennycross, otherwise Weston Peverell, Egg Buckland, St. Andrew detached, Compton Giffard, and Stoke Damerel, all in the county of Devon.

A railway (No. 4), situate wholly in the parish of Stoke Damerel, in the county of Devon, commencing by a junction with the intended railway (No. 3), at the termination thereof, as above described, and terminating in a pasture field part of the glebe lands of the said parish of Stoke Damerel, in the occupation of William Bostick, and which pasture field abuts to the eastward on the road in front of Albermarle Villas, and to the southward on the Lower Stoke road.

A railway (No. 5), commencing by a junction with the intended railway (No. 3), at the termination thereof, as above described, and terminating in the borough of Plymouth, in the parish of St. Andrew, Plymouth, in the county of Devon, at a point in King-street, and on the northern side thereof, which point is four chains or thereabouts, measured along that street in an easterly direction from the bridge carrying the South Devon Railway over King-street aforesaid, which said intended railway (No. 5) will be made, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, some or one of them (that is to say): Stoke Damerel, St. Andrew, Plymouth, and St. Andrew detached, all in the county of Devon.

A railway (No. 6) commencing by a junction with the intended Railway No. 3 at the termination thereof as above described, and terminating in the parish of Charles, otherwise Charles the Martyr, in the borough of Plymouth, in the county of Devon, in a piece of land or market garden in the occupation of William Luscombe, known as the Friary Court or the Friary Garden, which said intended Railway No. 6 will be made or pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Stoke Damerel, St. Andrew, Plymouth, Charles, otherwise Charles the Martyr, Pennycross, otherwise Western Peverell, and Compton Giffard, all in the county of Devon.

A railway (No. 7) situate wholly in the parish of Charles, otherwise Charles the Martyr, in the county of Devon, commencing by a junction with the intended Railway No. 6 in the said piece of land or market garden lastly above mentioned, and near the termination of the said Railway No. 6 as above described, and terminating at a point on the North Quay of Sutton Pool, which point is on the northern side of the said Quay and near the centre thereof.

A railway (No. 8) situate wholly in the parish of Stoke Damerel, in the county of Devon, commencing by a junction with the intended Railway No. 3 at the termination thereof as above described, and terminating at a point in land situate on and adjoining the northern side of Keyham Lake, and between Saltash New-road and Hamoaze, and belonging to the Lords Commissioners for executing the office of Lord High



Admiral, and in the occupation of William Drew, and which point is six chains or thereabouts, measured in a north-westerly direction, from the northern end of the bridge carrying the Saltash New-road over Keyham Lake.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, all such turnpike roads, streets, highways, streams, canals, navigations, rivers, railroads, tramroads, and other works within or adjoining the aforesaid parishes, townships, extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments for the purposes of the intended railways and works; to levy tolls, rates, and duties upon or in respect of the intended railways and works; to alter the tolls which the Company are now authorized to take; to confer exemptions from the payment of such tolls, rates, and duties; to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to apply for the purposes of the intended Act, or any of them, their corporate funds, and for those purposes, and for the general purposes of the Company, or either of them, to raise further money by borrowing on mortgage or bond, and by the creation of new shares and capital of the Company, with or without a preference, priority, or guarantee, in payment of interest or dividend, or other rights or privileges attached thereto, and if thought fit in one or more classes, or by any of those means, and either as part of their general capital and loan or wholly or partially as a separate capital and loan charged primarily or exclusively on all or any part of the intended railways and works.

To empower the Company and all other companies and persons lawfully using the intended railways or the authorized railways of the Company, or any or either of them, or any part or parts thereof respectively, to work over and use with their engines, carriages, and servants, and for traffic of all kinds, and upon terms, payments, and conditions to be (failing agreement) determined compulsorily by arbitration or otherwise, all or any part of the existing and authorized railways of the Launceston and South Devon, the South Devon and Tavistock, and the South Devon Railway Companies respectively, or any or either of them, together with all stations, sidings, buildings, offices, approaches, water supplies, telegraphs, signals, engines, machinery, works, and conveniences now or at any time hereafter on or connected with the railways of those Companies respectively, and to levy tolls, rates, and charges for traffic conveyed thereon, and to require those Companies respectively to afford and render all requisite facilities and services for those purposes, or any of them.

To authorize the Company by compulsion or otherwise to lay down an additional rail or additional rails and other requirements on such portion of the South Devon and Tavistock Railway as is situate between the intended junction of the proposed Railway No. 2 therewith, and a point on the said South Devon and Tavistock Railway, distant three-quarters of a mile to the southward from the said intended junction of the said Railway No. 2, and in and through the stations, sidings, works and conveniences of the said South Devon and Tavistock Railway at Tavistock, so as to admit of the use thereof by

engines and carriages adapted to the narrow gauge, and to require the South Devon and Tavistock Railway Company and their lessees to afford all necessary facilities for such purpose or purposes on such terms and conditions as shall be prescribed by the said intended Act.

To empower the Company, on the one hand, and the London and South Western, the South Devon, the Cornwall, the Launceston and South Devon, the Launceston, Bodmin, and Wadebridge Junction, and the Tamar, Kithill, and Callington Railway Companies, or any or either of them, on the other hand, to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, management, working, and using by the contracting Companies, or any or either of them, of the authorized railways and works of the Company, and of the intended railways and works, or any or either of them, or any part or parts thereof respectively, the regulation, conveyance, management, and transmission of the traffic thereon, the levying, fixing, collection, division, and apportionment of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising therefrom, the supply and maintenance of engines, stock, and plant, the employment of officers and servants, the rent, payment, and allowances or considerations, either annually or in gross, to be made or paid by any or either of the contracting Companies to the others or other of them, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and, if necessary, to provide for the appointment of a joint committee for all or any of the purposes aforesaid, and to confer upon such committee such powers as may be necessary to regulate their proceedings.

To sanction and confirm any agreements which may have been entered into between the Company and the before-mentioned Companies, or any or either of them, respecting any of the matters aforesaid.

To change the corporate name of the Company, to increase the number of the directors of the Company, and to appoint a special committee or committees of and from the general body of directors, and to vest in such committee or committees all or any of the powers and authorities of the intended Act, and to make all necessary provisions for such purposes.

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of "The Okehampton Railway Act, 1862," "The Okehampton Railway Act, 1863," "The Okehampton Railway Act, 1864," and of the local and personal Acts following, or some of them (*videlicet*):—4 and 5 William IV., cap. 88; 1st Vic., caps. 1 and 71, 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, 278, and 297; 11 and 12 Vic., caps. 75, 85, 87, 89, 125, and 157; 51 George III., cap. 196; 12 and 13 Vic., caps. 33 and 84; 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. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 64, 92, 103, 133, 158, and 185; 25 and 26 Vic., cap. 42; 26 and 27 Vic., caps. 90 and 109; 27 and 28 Vic., caps. 87, 166, 174, and 227, re-

lating to the London and South Western Railway Company, and any other Acts relating to or affecting that Company; 7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 Vic., cap. 1; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103, relating to the South Devon Railway Company, and any other Acts relating to or affecting that Company; 9 and 10 Vic., cap. 335; 24 and 25 Vic., cap. 215, relating to the Cornwall Railway Company, and any other Acts relating to or affecting that Company; 17 and 18 Vic., cap. 189; 21 and 22 Vic., cap. 102, relating to the South Devon and Tavistock Railway Company, and any other Acts relating to or affecting that Company; 25 and 26 Vic., cap. 111; 26 and 27 Vic., cap. 105, relating to the Launceston and South Devon Railway Company, and any other Acts relating to or affecting that Company; 27 and 28 Vic., cap. 289, relating to the Launceston, Bodmin, and Wadebridge Junction Railway Company, and any other Acts relating to or affecting that Company; 27 and 28 Vic., cap. 294, relating to the Tamar, Kithill, and Callington Railway Company, and any other Acts relating to or affecting that Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the 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 Devon, at his office, at Exeter, 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 in or through which the intended railways and works are intended to be made, together with a copy of this notice, published as aforesaid, will be deposited for public inspection 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 further given, 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 this 10th day of November, 1864.

*Hodding, Townsend, and Co.*, 3, Princes-street, Westminster, Solicitors to the Bill.

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

#### Okehampton Railway (No. 1.)

(Extensions to Bude, in the county of Cornwall, and Great Torrington, in the county of Devon; Working Arrangements with the London and South-Western Railway Company; Powers to raise and apply Capital; Change of Corporate Name; Increase of Directors and Appointment of Committees; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session by the Okehampton Railway Company (hereinafter called the Company) for an Act for the following purposes.

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

**Railway No. 1.**—A railway to commence in the parish of Sampford Courtney, otherwise Sampford Courtney, in the county of Devon, by a junction with the Railway No. 1 authorised by the Okehampton Railway Act, 1864, in a field called Western Moor, and which field is numbered 4 in the said parish, on the plans deposited for the purposes of the said Act with the Clerk of the Peace for the county of Devon, in November, 1863, and to terminate in the parish of Stratton, in the county of Cornwall, on the eastern side of the town of Bude, at a point in a parcel of unenclosed land called Summer Lease, otherwise Summerleaze, belonging to the Right Hon. and Rev. Lord John Thynne, and now in the occupation of Thomas Trewin, James Trewin, and John Hicks, or some of them, and which said parcel of unenclosed land is numbered 1,563 on the tithe map of the said parish of Stratton, and which point is eight chains or thereabouts, measured in an eastwardly direction, from a dwelling-house situate on the said parcel of unenclosed land, and occupied by William Dyer, and numbered 1,562 on the tithe map of the said parish of Stratton, which said intended Railway No. 1 will be made or 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:—Sampford Courtney, otherwise Sampford Courtney, Exbourne, otherwise Exbourn, Jacobstowe, Monkleigh, Inwardleigh, Hatherleigh, Monk Okehampton, Meeth, Petrockstow, Iddesleigh, Buckland Filleigh, Black Torrington, High Hampton, Sheepwash, Shebbear, Bradford, Cookbury, Thornbury, Hollacombe, Holsworthy, Pyworthy, Pancrassweek, otherwise Pancraswike, and Bridgerule, all in the county of Devon, and Launcelles, otherwise Launcells, Stratton, Bude, Bude Haven, Poughhill, otherwise Poughill, all in the county of Cornwall.

**Railway No. 2.**—A railway to commence in the parish of Stratton, in the county of Cornwall, on the eastern side of the town of Bude, by a junction with the intended Railway No. 1, in the said parcel of land called Summer Lease, otherwise Summerleaze, at a point distant six chains or thereabouts to the eastward of the termination of the intended Railway No. 1, as above described, and which point is also distant 14 chains, or thereabouts, to the eastward of the said dwelling-house occupied by the said William Dyer, and to terminate in the same parish and county at a point on the foreshore of Bude, otherwise Bude Haven, distant 12 chains or thereabouts, measured in a northerly direction, from the gates of the outer lock or sea lock of the canal belonging to the Bude Harbour and Canal Company, which said intended Railway No. 2 will be situate wholly within the said parish of Stratton, in the county of Cornwall.

**Railway No. 3.**—A railway to commence in the parish of Meeth, in the county of Devon, by a junction with the intended Railway No. 1, in a field called Middle Marsh, adjoining to and on the northern side of the River Torridge, and belonging to and in the occupation of Hugh Acland, and numbered 338 on the tithe map of the said parish of Meeth, and to terminate in the parish of Great Torrington, in the county of Devon, on a common called Great Torrington Common, at a point thereon distant five chains, or thereabouts, measured in a southwardly direction, from the bridge called Staplevalle Canal-bridge, by which the turnpike-road from Great Torrington to Bideford is carried over the Rolle Canal near Rothern-Bridge, and which said intended Railway No. 3 will be made, or 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:—Meeth, Hatherleigh, Petrockstow, Merton,

Peters Marland, Buckland Filleigh, Huish, Langtree, Black Torrington, Little Torrington, Frithelstock, and Great Torrington, all in the county of Devon.

Railway No. 4.—A railway to commence in the parish of Sampford Courtnay, otherwise Sampford Courtney, in the county of Devon, by a junction with the Railway No. 1, authorized by "The Okehampton Railway Act, 1864," in a field called Yonder Moor, and numbered 15 in that parish on the plans deposited for the purposes of the said Act with the Clerk of the Peace for the county of Devon, in November, 1863, and to terminate in the same parish and county by a junction with the intended Railway No. 1 in a field called First Moor, belonging to the Provost, Fellows, and Scholars of King's College, in the University of Cambridge, and in the occupation of John Snell, and numbered 680 on the tithe map of the said parish of Sampford Courtnay, otherwise Sampford Courtney, and which said intended Railway No. 4 will be situate wholly within the said parish of Sampford Courtnay, otherwise Sampford Courtney, in the county of Devon.

To authorise the crossing, stopping up, altering, or diverting, whether temporarily or permanently, all such turnpike roads, streets, highways, streams, canals, navigations, rivers, railways, tramroads, and other works within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, in executing the several purposes of the intended Act.

To empower the Company to purchase, by compulsion or agreement, lands, houses, and hereditaments for the purposes of the intended railways and works, to levy tolls, rates, and duties upon or in respect of the intended railways and works, to alter the tolls which the Company are now authorised to take, to confer exemptions from the payment of such tolls, rates, and duties, to vary or extinguish all rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorise the Company to apply for the purposes of the intended Act, or any of them, their corporate funds, and for those purposes, and for the general purposes of the Company, or either of them, to raise further money by borrowing, on mortgage, or bond, and by the creation of new shares and capital of the Company, with or without a preference, priority, or guarantee in payment of interest or dividend, or other rights or privileges attached thereto, and if thought fit in one or more classes, or by any of those means, and either as part of their general capital and loan, or wholly or partially as a separate capital and loan, charged primarily or exclusively on all or any part of the intended railways and works.

To empower the Company and the London and South-Western Railway Company to enter into and carry into effect contracts and arrangements for or with reference to the construction, maintenance, management, working, and using by the London and South-Western Railway Company of the authorised railways and works of the Company and of the intended railways, and works, or any or either of them, or any part thereof respectively, the regulation, conveyance, management, and transmission of the traffic thereon, the levying, fixing, collection, division, and apportionment of the tolls, fares, rates, charges, receipts, and revenues levied, taken, or arising therefrom, the supply and maintenance of engines, stock, and plant, the employment of officers and servants, the rent,

payment, and allowances or considerations, either annually or in gross, to be made or paid by either of the contracting Companies to the other of them, and the exercise of all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them, and if necessary, to provide for the appointment of a joint Committee for all or any of the purposes aforesaid, and to confer upon such Committee such powers as may be necessary to regulate their proceedings. To sanction and confirm any agreement or agreements which may have been entered into prior to the passing of the intended Act between the Company and the London and South-Western Railway Company respecting any of the matters aforesaid. To change the corporate name of the Company; to increase the number of the directors of the Company; and to appoint a special Committee or Committees of and from the general body of directors, and to vest in such Committee or Committees all or any of the powers and authorities of the intended Act, and to make all necessary provisions for such purposes.

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of "The Okehampton Railway Act, 1862," "The Okehampton Railway Act, 1863," "The Okehampton Railway Act, 1864," the local and personal Acts of Parliament following or some of them, viz., 4 and 5 Wm. IV., cap. 88; 1 Vict., caps. 1 and 71; 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 & 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. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 89, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 64, 92, 103, 133, 158, and 185; 25 and 26 Vict., cap. 42; 26 and 27 Vict., caps. 90, and 109; and 27 & 28 Vict., caps. 87, 166, 174, and 227, relating to the London and South-Western Railway Company, and any other Acts relating to or affecting that Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the intended railways and works, together with a book of reference to such plans, a published map with the lines of the 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 Devon, at his office at Exeter, and with the Clerk of the Peace for the county of Cornwall, at his office at St. Austell, 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 in or through which the intended railways and works are intended to be made, together with a copy of this notice published as aforesaid, will be deposited for public inspection 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 further given, 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 this 10th day of November, 1864.

*Hodding, Townsend and Co.*, 3, Princes-street, Westminster, Solicitors for the Bill.

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

**[Glasgow and North Western Railway.]**

(Incorporation of Company for making Railways from Glasgow to Kilsyth, Denny, Stirling, Milngavie, &c.; Powers to the Edinburgh and Glasgow, North British, the Glasgow and South-Western, the Caledonian, the Scottish Central, the Glasgow and Milngavie Junction, and the Monkland Railways Companies, to Subscribe and to raise further moneys; Working and Traffic arrangements with these Companies, Running powers and Facilities over the Railways of these Companies, Alterations of their Tolls and Working Agreements, 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 leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (hereinafter referred to as “the Company”) and to enable the Company to make and maintain the railways hereinafter-mentioned, with all proper and necessary stations, approaches, bridges, roads, communications, and other works and conveniences connected therewith respectively; that is to say:—

1. A railway to be called Railway No. 1, commencing in the barony parish of Glasgow, and sub-division parish of Springburn, in the county of Lanark, by a junction with the Railway No. 2, of the city of Glasgow Union Railway, authorised by the city of Glasgow Union Railway Act, 1864, at a point about 11 chains north-east of the place where the Railway No. 1, authorised by the said city of Glasgow Union Railway Act, 1864, crosses the Garngad turnpike-road, as shown on the Parliamentary plans deposited with the Sheriff Clerk of the county of Lanark, with reference to the said city of Glasgow Union Railway, in November, 1863, and terminating in the parish of Denny, in the county of Stirling, by a junction with the branch railway from the Scottish Central Railway to Denny, at or near the place where the said railway crosses the turnpike road leading from Denny to Dennyloanhead, and which said intended Railway No. 1, works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made or pass from, in, through, or into, and are situate in the parishes extra-parochial, and other places, or some of them following (that is to say) the parishes of Barony of Glasgow, Inner or High Church of Glasgow, Springburn, Maryhill, and Cadder, and Royal Burgh of Glasgow, all in the county of Lanark, the parish of Kirkintilloch, in the county of Dumbarton, and the parishes of Kilsyth and Denny, in the county of Stirling, or some or one of them.

2. A railway to be called Railway No. 2, commencing in the parish of Cadder, in the county of Lanark, by a junction with the aforesaid proposed Railway No. 1, at a point in a field about 9 chains north of the farm steading of West Muir, near Balornock House, in the occupation of John Blackley, Esq., and terminating in the parish of Cadder, by a junction with the line of the Glasgow, Garnkirk, and Coatbridge Railway, now belonging

to, or leased, or used and worked by the Caledonian Railway Company, at a point on the said railway, 14 chains north of the house called Mossbank, near Hogganfield Loch, and which said proposed Railway No. 2, and works and conveniences connected therewith, and the lands, houses, and other property, which may be taken for the purposes thereof, will be made, or pass from, in, through, or into, and are situated in the parishes extra-parochial, and other places following, namely, the parishes of Cadder, Springburn, Barony of Glasgow, and Maryhill, all in the county of Lanark, or some or one of them.

3. A railway to be called Railway No. 3, commencing in the parish of New Kilpatrick, in the county of Dumbarton, by a junction with the existing railway of the Glasgow and Milngavie Junction Railway Company, at a point on the said railway, 24 chains or thereabouts north-west of Boclair Farm-Steading, at present in the occupation of Andrew Russell, and terminating in the parish of Kirkintilloch, in the county of Dumbarton, by a junction with the aforesaid proposed Railway No. 1, at a point in a field or enclosure 12 chains or thereabouts south-east of the farm-steading of Easter Boghead, at present in the occupation of William Thomson; and which said proposed Railway No. 3, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made, or pass from, in, through, or into, and are situated in the parishes extra-parochial, and other places following—namely, the parishes of Kirkintilloch and New Kilpatrick, in the county of Dumbarton, the parish of Cadder, in the county of Lanark, and the parishes of Baldernock and New Kilpatrick, in the county of Stirling, or some or one of them.

4. A railway to be called Railway No. 4, commencing in the parish of Kirkintilloch, in the county of Dumbarton, by a junction with the aforesaid proposed Railway No. 1, at a point 12 chains or thereabouts south-east of the said farm-steading of Easter Boghead, and terminating by a junction with the main line of the Edinburgh and Glasgow Railway in the parish of Cadder and county of Lanark, at a point about 16 chains north-east of the road bridge across the said main line of the Edinburgh and Glasgow Railway, near Loch Farm Steading House, in the occupation of Andrew Alexander, and which said proposed Railway No. 4, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made, or pass from, in, through, or into, and are situated in the parishes, extra-parochial, and other places following; that is to say:—the parish of Kirkintilloch, in the county of Dumbarton, and the parish of Cadder, in the county of Lanark, or one of them.

5. A railway to be called Railway No. 5, commencing in the parish of Cadder and county of Lanark by a junction with the aforesaid proposed Railway No. 1, at a point about 18 chains or thereabouts north-west of the said Loch Farm Steading House, in the occupation of Andrew Alexander, and terminating by a junction with the main line of the Edinburgh and Glasgow Railway in the parish of Cadder and county of Lanark, at a point about 38 chains south-west from the said bridge, across the said main line of the Edinburgh and Glasgow Railway near the said Loch Farm Steading House, in the occupation of Andrew Alexander, and which said proposed Railway No. 5, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purpose

thereof, will be made, or pass from, in, through, or into, and are situated in the parish of Cadder, in the county of Lanark, and the parish of Kirkin-tilloch, in the county of Dumbarton, or one of them.

6. A railway, to be called Railway No. 6, commencing in the parish of Denny and county of Stirling by a junction with the said proposed Railway No. 1, at a point at or near Little Denny Farm Steading, in the occupation of William Muirhead, and terminating by a junction with the Stirling and Dunfermline Railway, belonging to, or leased, worked, or used by the Edinburgh and Glasgow Railway Company, in the parish of Stirling and county of Stirling, at a point 21 chains or thereabouts south from the point where the said Stirling and Dunfermline Railway crosses the street or road in the town of Stirling called Shore-road, which proposed Railway No. 6, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made or pass from, in, through, or into, and are situated in the parishes of Denny, Dunipace, St. Ninians, and Stirling, and Royal Burgh, and county of Stirling, or some or one of them.

7. A railway, to be called Railway No. 7, commencing in the parish of Stirling and county of Stirling, by a junction with the said proposed Railway No. 6, at a point eight chains, or thereabouts, east of the engine shed at Stirling, belonging to the Scottish Central Railway Company, and terminating by a junction with the Scottish Central Railway, at a point in the parish of Stirling and county of Stirling, about 23 chains south from the point where the said Scottish Central Railway crosses the said street or road in the town of Stirling called the Shore-road, and which said proposed Railway No. 7, and works and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made, or pass from, in, through, or into, and are situated in the parishes of Stirling and St. Ninians, Royal Burgh, and county of Stirling, or some or one of them.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers :—

To empower the Company to construct wharves, sidings, stations, goods depôts, warehouses, works, buildings, and conveniences in connection with the said railways, or any of them.

To empower the Company to deviate laterally from the lines of the works, to the extent shown on the plans, and to deviate vertically from the levels as shown on the sections hereinafter mentioned.

To enable the Company to make such openings in and alterations of the Edinburgh and Glasgow, the Campsie Junction, the Caledonian, the Glasgow, Garnkirk, and Coatbridge, the Stirling and Dunfermline, the Scottish Central, the Monkland, the Glasgow and Milngavie Junction, and the City of Glasgow Union Railways respectively, or any one or more of them, as may be necessary for the purposes of the said Bill, and to form junctions and communications, where necessary, with the rails and works of the said railways, or any one or more of them, and otherwise to interfere with those railways, or any one or more of them, and the lands and works thereof respectively, and to regulate such junctions, and the use thereof.

To cross under, over, or on the level of and divert, alter and stop up—whether temporarily or permanently—turnpike, statute labour, public, accommodation and other roads, footways, streets, railways, stations, tramways, bridges, rivers,

streams, brooks, aqueducts, water courses, canals, navigations, sewers, drains, and gas water and other pipes within the aforesaid parishes, and extra-parochial and other places, or any of them, so far as may be necessary by reason or for the purposes of the said intended railways and works, or any of them, or of the said Bill.

To purchase and take by compulsion, and also by agreement lands, houses, tenements, heritages, and property for the purposes of such intended railways and works, or one or more of them, and of the said Bill, and to authorize and empower all owners of land and other property, whether persons or corporations, or others holding under entail or other legal disability to sell or convey their lands and heritages or any part thereof necessary for the purposes aforesaid to the Company, for such annual feu duty, ground annual or rent charge or for such consideration in shares, mortgages or bonds of the company as may be fixed or agreed on as the value of such lands and heritages, and to provide that such feu duty, ground annual, or rent charge shall form a preferable lieu and burden on the revenues and property of the said intended company, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, heritages and property.

To levy tolls, rates, and duties upon or in respect of the intended railways and works or any of them, to alter, vary, or extinguish existing tolls, rates, and duties, and 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 authorise the Edinburgh and Glasgow, the North British, the Glasgow and South-Western, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, and the Monkland Railway Companies, or either of them by themselves or their nominees, to subscribe funds towards and to take and hold shares in the capital of the company, or otherwise to contribute towards the proposed undertaking, or any part or parts thereof, and to guarantee to or for the company interest, dividends, annual or other payments in shares or stocks, and the principal and interest of any loan, and to advance and lend money to the company, and for those purposes or for any of the purposes of the Bill to apply their existing funds and any moneys which they have still power to raise, and to raise moneys by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of dividend, or interest, or other special advantage or privilege, and by borrowing on mortgage, or bond, or otherwise.

To enable the Company on the one hand, the Edinburgh and Glasgow, the North British, the Glasgow and South-Western, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Monkland, and the City of Glasgow Union Railway Companies respectively, or any or either of them, on the other hand, from time to time to enter into, and carry into effect, contracts, agreements, and arrangements with respect to making, use, management, maintenance, and repair by any of such companies of the said intended railways and works, or any part or parts thereof, the supply of engines, rolling and working stock, plant and machinery, and of officers, servants, the allowances and payments to be made, and the conditions to be performed with respect to such making, working, use, management, maintenance, and services; the regulation, management, interchange, accommodation, conveyance, and apportionment of traffic; the levying, fixing, collection, payment division, appropriation and distribution

of the tolls, fares, charges and revenue, and any other objects and purposes of the said Bill; and to authorize the appointment of joint-committees for carrying into effect any such contract, agreement, or arrangement as aforesaid, and to confirm any contract, agreement or arrangement already made, or which, previously to the passing of the said Bill may be made touching any of the matters aforesaid.

To require and compel the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South-Western, the Monkland and the City of Glasgow Union Railway Companies or any one or more of them, and their or either of their respective lessees and assigns, upon such terms as may be agreed upon, or failing such agreement as shall be settled by arbitration, or as may be provided for in the said Bill, to receive, book through, forward, accommodate, transmit, and deliver in, over and from their respective railways or undertakings, or the railways or undertakings of which they, or any one or more of them, may respectively be lessees, or which may be under the arrangement, management, or control of any one or more of them, and at the stations, warehouses, and booking offices thereof, respectively, and to afford all necessary facilities for all passengers, goods, animals, carriages, and other traffic of whatever description, coming from or destined for the intended railways or any part thereof; and, if need be, to alter and vary the tolls rates, and charges which the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South-Western, the Monkland, and the City of Glasgow Union Railway Companies respectively, or any one or more of them may be entitled to take and receive upon their respective railways or undertakings, or upon the railways or undertakings which they or any one or more of them respectively is, are, or may be lessees, or which may be under the management or control of any one or more of them, and to confer, vary, and extinguish exemptions from such tolls, rates, and charges.

To authorise and enable the Company, and any other Company or Companies, person or persons, lawfully using their railways, or any one or more of them, or any part thereof, to run, pass, and carry with and by their own or any other engines and carriages, over the railways of the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South-Western, the Monkland, and the City of Glasgow Union Railway Companies, or any one or more of them, and to use the stations, station yards, booking offices, warehouses, watering places, water sidings, platforms, conveniences, and accommodations of the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South-Western, the Monkland, and the City of Glasgow Union Railway Companies respectively, or any one or more of them, for the carriage of passengers, animals, goods, and other traffic, and otherwise, as may be provided by the Bill, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms and conditions as may be agreed upon between the Company and the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South-Western, the Monkland, and the City of Glasgow Union Railway Companies respectively, or any one or more of them, or failing any such agreement as may be settled by arbitration, or as may be fixed and determined by the Bill, and to grant

and secure all necessary facilities for the passage and transmission of such passengers, goods, animals, and other traffic from, to, or over the said railways of the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South-Western, the Monkland, and the City of Glasgow Union Railway Companies respectively, and the said intended railways; and to enable the Company and the Edinburgh and Glasgow, the Glasgow and Milngavie Junction, the Caledonian, the Scottish Central, the Glasgow and South Western, the Monkland, and the City of Glasgow Union Railway Companies, or any one or more of them, to charge and take tolls, rates, and duties in respect of the conveyance of such passengers, goods, animals, and other traffic, and to confer exemptions from tolls, rates, and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions.

To authorise and enable the Glasgow and Milngavie Junction Railway Company to modify, vary, alter, or extinguish the powers conferred on the Edinburgh and Glasgow Railway Company, to work and maintain the said Glasgow and Milngavie Junction Railway in perpetuity, and to authorise and enable the Glasgow and Milngavie Junction Railway Company to make new arrangements and agreements with the Company, the Edinburgh and Glasgow Railway Company, or any other Company or Companies for the working and maintaining of the said Glasgow and Milngavie Junction Railway, on such terms as may be agreed on, or as may be sanctioned by the said Bill.

To vary and extinguish all rights and privileges which would impede or interfere with any of the objects and purposes of the said Bill, or with any such contracts, agreements, or arrangements, and to confer other rights and privileges.

To incorporate with the Bill all or some of the powers and provisions of "The Companies Clauses Consolidation (Scotland) Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation (Scotland) Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation (Scotland) Act, 1845;" and "The Railways Clauses Act, 1863;" and of any other Acts which it may be necessary to incorporate therewith, and to insert in the said Bill all other powers and provisions necessary for effecting all or any of the objects of this notice which may be comprised in the Bill.

To alter, amend, enlarge, or repeal, so far as necessary for the purposes of the Bill, the following local and personal Acts of Parliament, viz., the following Acts relating to the Edinburgh and Glasgow Railway Company, or some of them, viz., 9 and 10 Vic., cap. 332; 11 and 12 Vic., cap. 160; 12 and 13 Vic., cap. 39; 15 Vic., cap. 169; 16 and 17 Vic., cap. 151; 18 and 19 Vic., caps. 158 and 190; 21 and 22 Vic., cap. 64; 24 and 25 Vic., caps. 84 and 248; 25 and 26 Vic., caps. 135 and 138; 26 and 27 Vic., cap. 237; and 27 and 28 Vic., caps. 81, 271, and 279, and any other Acts relating to the Edinburgh and Glasgow Railway Company, also the "Glasgow and Milngavie Junction Railway Act, 1861."

Also, the several Acts following, or some of them, relating to the North British Railway Company, viz.; 14 and 15 Vic. cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act:—16 and 17 Vic., cap. 152; 18 and 19 Vic., cap. 127; 19 and 20 Vic., cap. 98; 20 and 21 Vic., caps. 91, 124, and 129; 21 and 22 Vic., caps. 65, 109, and 145; 22 and



23 Vic., caps. 14, 24, 83, and 96 ; 23 and 24 Vic., caps. 140, 145, 159, and 195 ; 24 and 25 Vic., caps. 102, 114, 131, 177, 214, and 226 ; 25 and 26 Vic., caps. 47, 48, 49, 142, 181, and 189 ; 26 and 27 Vic., caps. 194, 213, and 226 ; and 27 and 28 Vic., caps. 84 and 100, and any other Acts relating to the North British Railway Company.

Also the several Acts following, or some of them, relating to the Glasgow and South Western Railway Company and their undertakings, or to the joint line from Glasgow to Paisley, that is to say—1 Vic., cap. 117 ; 3 Vic. cap. 53 ; 5 Vic., Session 2, cap. 29 ; 8 and 9 Vic., cap. 95 ; 9 Vic., cap. 60.—“The Glasgow and South-Western Railway Consolidation Act, 1855,” and the several other Acts relating to the Glasgow and South-Western Railway Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, the 27th and 28th Vic., cap. 132, and any other Acts relating to the Glasgow and South-Western Railway Company.

Also the several Acts following, or some of them, relating to the Caledonian Railway Company, viz., “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 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, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty, and any other Acts relating to the Caledonian Railway Company.

Also the several Acts following, or some of them, relating to the Scottish Central Railway Company, namely,—18 and 19 Vic., cap. 56 ; 22 and 23 Vic., caps. 18 and 83 ; 25 and 26 Vic., cap. 35 ; 26 and 27., Vic., caps. 149 and 223 ; and 27 and 28 Vic., caps. 100, 214, and 292, and any other Acts relating to the Scottish Central Railway Company.

Also the several Acts following, or some of them, relating to the Monkland Railways Company, viz ; The Slamannan and Borrowstouness Railway Act, 1846 ; The Monkland Railways Act, 1848 ; and the several Acts therein recited, so far as not repealed thereby ; The Monkland Railways (Slamannan and Borrowstouness Deviation) Act, 1851 ; The Monkland Railways (Branches) Act, 1853 ; The Monkland Railways (Branches) Act, 1857 ; and The Monkland Railways (Branches) Act, 1860 ; and also so far as necessary, the several Acts therein recited, or some of them, and any other Acts relating to the Monkland Railways Company.

Also the local and personal Act, 27 and 28 Vic., cap. 286, for making and maintaining the City of Glasgow Union Railway, and for other purposes.

Duplicate plans and sections, describing the lines and levels of the said intended railways, stations, and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also a published map, with the lines of the proposed railways delineated thereon, and a copy of this notice, as published in the Edinburgh Gazette, will be deposited for public inspection, on or before the 30th day of November, 1864, with the principal Sheriff-Clerk

of the county of Stirling, at his office at Stirling ; with the principal Sheriff-Clerk for the county of Lanark, at his office at Glasgow ; and with the Sheriff-Clerk of the county of Dumbarton, at his office at Dumbarton ; and a copy of so much of the said plans, sections, and book of reference as relate to each of the said several parishes and to the Royal Burghs before specified, together with a copy of the said Gazette notice, will, on or before the said 30th day of November, 1864, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session clerk of each of such parishes respectively, at the place of abode of such schoolmaster or session clerk, and also with the town clerk of each of such Royal Burghs respectively, at their offices therein.

On or before the 23rd day of December next, 1864, printed copies of the Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this 10th day of November, 1864.

*Strang, Keyden, and Sons, Glasgow.*

*Simson and Wakeford, 22, Abingdon-street, Westminster.*

In Parliament.—Session 1865.

Downham, Stoke Ferry, and Brandon Railways.

(Incorporation of Company for making Railways from the Great Eastern Railway at Downham Market to Stoke Ferry and Brandon ; Working by and Arrangements with the Great Eastern Railway Company ; Powers over Portions of their Railways and Stations ; 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 (herein called “the Company”), and to confer upon the Company the following, or some of the following, among other powers (that is to say) :—

To enable the Company to make and maintain the railways following, or some or one of them, with all necessary works, stations, approaches, sidings, and other conveniences connected therewith (that is to say) :—

1. A railway, situate wholly in the county of Norfolk (hereinafter called Railway No. 1) commencing in the parish of Downham, otherwise Downham Market, by a junction with the Lynn and Ely line of the Great Eastern Railway Company, at a point six chains, or thereabouts, south of the point where the said Lynn and Ely Line is carried over the public highway, on the level thereof, leading from Downham, past Downham Station, to Wisbech, and terminating in the parish of Stoke Ferry, in a field numbered on the tithe map of that parish 356, and belonging to John Stratton, and in the occupation of William Gates Green, at a point about two chains south of the carpenter's shop and house, belonging to and in the occupation of William Tokelove, in the parish of Wretton, which said Railway No. 1 will pass from, through, or into the parishes or places following, or some of them, videlicet :—Downham, Downham Market, Bexwell, Wimbotsham, Crimbleham, Denver, West Ryston, Ryston, Stow Bardolph, Fordham, Roxham, West Dereham, Wereham, Stradsett, Fincham, Boughton, Wretton, Stoke Ferry, Oxborough, Whittington, Northwold, Eastmore, and Barton, otherwise Barton Bendish.

2. A railway (hereinafter called Railway No. 2) situate wholly in the county of Norfolk, commencing by a junction with the intended Railway No. 1, at or near the hereinbefore described termination



thereof in the said parish of Stoke Ferry, and terminating in the parish of Brandon, by a junction with the Ely and Norwich Line of the Great Eastern Railway Company, near Brandon Station, at a point near to, and to the west of the point where the said Ely and Norwich Line is carried on the level thereof across the highroad leading from Brandon to Methwold and Stoke Ferry, and which said intended Railway No. 2 will pass from, through, or into the parishes and places following, or some of them, *videlicet*:—Stoke Ferry, Barton, otherwise Barton Bendish, Wretton, Wereham, Oxborough, Boughton, Whittington, Northwold, Diddlington, Mundford, Methwold, Feltwell, Feltwell St. Mary, Feltwell St. Nicholas, West Tofts, Cranwich, Hockwold, Hockwold-cum-Wilton, Wilton, Weeting with Bromehill, Weeting All Saints, Weeting St. Mary, Fendyke, Fengate, Weeting, and Brandon.

3. A tramway, situate wholly in the parish of Stoke Ferry, and in the county of Norfolk, commencing by a junction with the Railway No. 1, hereinbefore described at or near the termination thereof, and terminating in a field belonging to and in the occupation of Henry William Winfield, numbered 380 on the tithe map of the said parish, near to and to the north of the turnpike road leading from Stoke Ferry to Methwold and Northwold.

To purchase and take by compulsion, or otherwise, for the purposes aforesaid, or any of them, lands, houses, and other property, hereditaments, and premises; and to vary and extinguish all existing rights and privileges connected with the lands, houses, and other property, hereditaments, and premises to be so purchased and taken, or which would in any manner impede or interfere with the construction, maintenance, or the use of the said railways, tramway, and the works connected therewith, or any of them; and to confer, vary, and extinguish all existing rights and privileges; and also to cross, stop up, alter or divert, whether temporarily or permanently, any highways, turnpike or other roads, railways, tramways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, water, water-courses, drains, and pipes, for the purposes of making and maintaining the said railways, or any of them, or any of the works, approaches, sidings, stations, or conveniences connected therewith respectively. To levy tolls, rates, and duties, in respect of the said intended railways, tramways, and works, and for the conveyance of traffic thereon; and to alter existing tolls, rates, and duties; and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To enable the Company to run over, work, and use, with their engines, carriages, and waggons of every description, and their clerks, officers, and servants, so much of the Great Eastern Railway as is situate between the junction therewith of the intended Railway No. 1 herein described, and the station at Downham, otherwise Downham Market, including that station; and also so much of the Great Eastern Railway as is situate between the junction therewith of the said intended Railway No. 2 herein described, and their station called Brandon Station, including that station, together with all the stations, sidings, watering places, water, platforms, approaches, turntables, and other works and conveniences, connected with so much of the Great Eastern Railway as aforesaid, with the said stations, upon such terms and conditions, and on payment of such tolls and charges, as may be agreed upon, or, as in case of difference, shall be settled by arbitration.

To enable the Company on the one hand, and the Great Eastern Railway Company on the other

hand, from time to time, to enter into arrangements and agreements with respect to the working, use, management, and maintenance by the Great Eastern Railway Company of the said intended railways, tramway, and works, or any part thereof, and the supply of rolling stock and machinery, and of officers and servants, and for the conduct of the traffic on the said intended railways, or either of them, the payments to be made, the conditions to be performed with respect to such working, use, maintenance, management, and the collection, appropriation, apportionment, and distribution of the revenues arising therefrom, and all incidental matters connected therewith. To make provisions for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended railways and tramway, or either of them, and the said Great Eastern Railway; and for securing through booking to, from, and over, the said railways respectively; and for fixing, ascertaining, limiting, reducing, and settling the tolls, rates, and charges to be levied and charged, and other terms and conditions to be imposed, to, for, or in respect of any of the purposes aforesaid as may be necessary; and for authorizing the Company and the Great Eastern Railway Company, from time to time, to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may be entered into, and in default of agreements, to confer all necessary powers for effecting the objects aforesaid, or any of them.

And it is intended, so far as it may be requisite or desirable for any of the purposes of the said intended Act, to amend or repeal the provisions, or some of them, of the several local and personal Acts of Parliament following, relating to the Great Eastern Railway Company (that is to say):—“The Great Eastern Railway Act, 1862;” “The Eastern Counties Railway (Epping Lines) Act, 1862;” “The Great Eastern Railway (Additional Powers) Act, 1863;” “The Great Eastern Railway (Steamboats) Act, 1863;” “The Eastern Union Railway Act, 1862;” and the 27 and 28 Vic., caps. 95, 122, 282, and 308.

Duplicate plans and sections, showing the line, situation, and levels of the said intended railways, tramway, and works, and the land in or through which the same are intended to be made, together with a book of reference to such plans, 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 Norfolk, at his office, at Aylsham, in the said 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, in or through which the said intended railways, tramway, and works, will be made, together with a copy of the said Gazette notice, as so published, will be deposited for public inspection with the parish clerk of such parish, at his residence; and in case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at the usual place of abode of such clerks respectively.

Printed copies of the said 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 9th day of November, 1864.

*Charles Tahourdin*, 1, Victoria-street, Westminster;

*H. B. B. Mason*, Wereham, Stoke Ferry; Solicitors for the Bill.

*H. Moon*, 6, Manchester-buildings, Westminster, Parliamentary Agents.

## Tees Valley Railway.

(Incorporation of Company for making a Railway from the South Durham and Lancashire Union Branch of the Stockton and Darlington System of the North-Eastern Railway, near to Lartington, in the North Riding of the County of York, to near to Middleton-in-Teesdale; Powers to form a Junction with the said Branch Railway, to enter into working, maintaining, and traffic arrangements with the North-Eastern Railway Company, or with the Darlington Committee of the said Company and for the said Company to subscribe and apply Capital; Amendment of Acts, and for 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 by the name of the Tees Valley Railway Company, or such other name as shall be deemed expedient; and to confer upon such Company powers for all or some of the following purposes; that is to say:

To make and maintain a railway, with all necessary stations, bridges, works, and conveniences connected therewith, and approaches thereto, commencing by a junction with the rails of the South Durham and Lancashire Union Branch of the Stockton and Darlington System of the North-Eastern Railway, at a point on such railway about 367 lineal yards west of the mile post marked 17, on the said South Durham and Lancashire Union Branch, in the township of Cotherstone, in the parish of Romaldkirk, in the North Riding of the county of York, and thence passing in, through, or into the several parishes, townships, chapelries, and extra-parochial or other places following, or some of them: that is to say, Lartington, Cotherstone, Briscoe, Hunderthwaite, Romaldkirk, Mickleton, Lune or Lunedale, and Holwick, all in the North Riding of the county of York, and terminating near Middleton-in-Teesdale, on the east side of the Middleton and Brough turnpike-road, and on the west side of a field called Wood Top Field, in the township of Holwick, in the said parish of Romaldkirk, in the North Riding of the county of York, belonging to John Bowes, and now in the occupation of Charles Raine and John Raine.

To construct stations, booking-offices, communications, sidings, watering-places, works, and other conveniences connected with the said intended railway, in the several parishes, townships, chapelries, extra-parochial places, and other places before-mentioned, or some of them, for working and using the said railway; and also to authorize and regulate the proposed junction with the North-Eastern Railway, and also any other junctions which may be required with the said railway at the commencement of the said intended railway; and the construction of any works in and upon property belonging to the North-Eastern Railway Company, or any other Railway Company in the several parishes, townships, chapelries, extra-parochial and other places aforesaid.

To deviate in constructing the proposed railway and works from the line and levels laid down on the plans and sections thereof, to be deposited as after-mentioned, to such an extent as shall be defined upon the said plans or authorised by the said Act.

To purchase compulsorily or otherwise the lands, houses, and other property, rights, and interests, in the before-mentioned parishes, townships, chapelries, and extra-parochial places required for the purpose of the railway and works to be authorised as aforesaid; and to vary or extinguish all or any rights and privileges in any manner

connected with the said lands, houses and other property, rights, and interests, or with any railway, or bridge, or station, public or other street, or other works interfered with by the said intended railway or works; or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, or any of them.

To levy tolls, rates, charges, and duties for or in respect of the use of the said intended railway and works, and of the carriages, waggons, trucks, and engines used thereon, and for the conveyance of traffic thereon, to alter existing tolls, rates, charges, and duties, to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties, and to confer, vary, and extinguish other rights and privileges.

To alter, cross on the level, or over or otherwise, vary, stop up, and divert, whether temporarily or permanently, all or any turnpike, and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, waters, mill-dams, drains, pipes, sewers, and watercourses, gas and water mains and pipes, and other works situated within or adjoining, or near to the aforesaid parishes, townships, chapelries, and extra-parochial or other places, or any of them, which it may be necessary to cross or interfere with in the construction or use of the said intended railway and works, or any or either of them.

To create a joint stock or capital, and to raise money by borrowing on mortgage of the undertaking for the purpose of carrying the said undertaking into effect, and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" "The Railway Companies Arbitration Act, 1859;" and all other statutes, powers, and provisions necessary for the purposes to be authorised by the said intended Act.

To enable the said intended Company and the North-Eastern Railway Company and the Darlington Committee thereof, or either of them, to enter into, make, and carry into effect such agreements, and upon such terms and conditions as they may think fit, in respect of the working and use, by the North-Eastern Railway Company and the Darlington Committee thereof, or either of them, of the said intended railway and other works, and the regulation and management by such Company or Committee or otherwise of the traffic upon or over the said intended railway and works, or any part or parts thereof, and the payment and also the division and apportionment between the said Companies or Committee of the costs, charges, and expenses of such use, and working, and management, and of the tolls, rates, and duties received in respect of such traffic.

To enable the said intended Company and the North-Eastern Railway Company, or the said Darlington Committee to enter into arrangements and agreements with respect to the construction, maintenance, and use of joint or separate stations, sidings, and necessary works connected therewith, at or near the junction of the said intended line with the said branch of the North-Eastern Railway, and as to the cost of constructing and maintaining such stations, sidings, and necessary works respectively, and as to the maintenance and use of the junctions of the said intended rail-

way with the said existing railway, upon payment of such tolls, rates, and charges, or upon such other terms and conditions as may be agreed upon, or as shall be ascertained by arbitration upon the application of any or either of the Companies desiring such reference or otherwise as shall be provided for by the said Act.

It is also proposed by the said Act to take powers to enable the said intended Company and the North-Eastern Railway Company or the Darlington Committee to enter into arrangements and agreements with regard to the maintenance, management, and use of joint or separate stations, sidings, and other necessary works, at the points where the said intended railway joins the said branch line of the said North-Eastern Railway Company, or with respect to the use by the intended Company of the stations, sidings, and other works of the North-Eastern Railway Company at present existing at or near such points, and with respect to the use and management of the respective junctions between the said intended and existing railway, upon payment of such tolls, rates, and charges, or upon such terms as may be agreed upon, or as shall upon the application of either of the said Companies be ascertained and determined by arbitration or otherwise, or shall be prescribed in or provided for by the said intended Act, and to ratify and confirm any agreements which have been made or which may be made between the said intended Company or the promoters thereof and the North-Eastern Railway Company or the Darlington Committee, or either of them, in relation to the matters aforesaid.

And it is intended by the said Act to take powers to compel and authorize the North-Eastern Railway Company and the Darlington Committee to book through, receive, and forward over their railway and over all other railways worked or used by them, all passengers, goods, minerals, animals, and other traffic to and from the said intended railway, and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from their line of railway, and other railways worked or used by them, and in like manner to compel and authorize the said intended Company to book through, receive, and forward over the said intended railway all passengers, goods, minerals, animals, and other traffic to and from the North-Eastern Railway Company and the Darlington system thereof, or either of them, or to and from any railways worked or used by them, and to afford all necessary facilities for the passage and transmission of such traffic upon, on, or along, and from the said intended railway, and to enable either of the said Companies or Committee to charge tolls, rates, and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, or to provide for the ascertaining and determining the same by arbitration upon the application of the said intended Company, or of the North-Eastern Railway Company or the Darlington Committee as the case may require, or otherwise, as the same shall be provided for in the said Act, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

And it is intended by the said Act to enable the North-Eastern Railway Company, and the said Darlington Committee, or either of them, to subscribe capital to, and hold shares in the capital of the said intended Company, and to apply any portion of the capital or funds authorized to be raised by any of the Acts relating to

the North-Eastern Railway Company, whether belonging to the said Company or to the Darlington Committee thereof, or any portion of their income, or to sell or apply any of their, or either of their superfluous lands, for the purpose of enabling them, or either of them, to make such subscription, or to construct and maintain any joint or separate stations, sidings, and necessary works connected with the proposed railway, and the junctions with the said South Durham and Lancashire Union Branch Railway.

And it is intended by the same Act to alter, amend, extend, and enlarge, and where necessary to repeal, all or some of the powers and provisions of the several local and personal Acts of Parliament following; that is to say:—"The Stockton and Darlington Railway Amalgamation Act, 1858;" "The Stockton and Darlington Railway (Durham Lines) Act, 1858;" "The Stockton and Darlington Railway (North Riding Lines) Act, 1858;" "The Stockton and Darlington Railway Act, 1859;" "The Stockton and Darlington Railway Act, 1860;" "The Stockton and Darlington Railway (Capital) Act, 1861;" "The Stockton and Darlington Railway (Works) Act, 1861;" "The Stockton and Darlington Railway (Towlaw and Crook) Act, 1862;" "The Stockton and Darlington Railway (Amalgamation) Act, 1862;" "The South Durham and Lancashire Union Railway Act, 1857;" "The South Durham and Lancashire Union Railway Deviation Act, 1859;" "The Eden Valley Railway Act, 1858;" "The Eden Valley Railway Act, 1862;" "The Frosterley and Stanhope Railway Act, 1861;" "The Frosterley and Stanhope Railway Act, 1862;" 6th Will. IV., cap. 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, 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, 53, 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; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 167, 221, and 238; and 27 and 28 Vic., caps. 20, 49, 55, and 67; and all other Acts relating to the North-Eastern Railway Company, and the several Acts in such Acts respectively or any of them recited or referred to, and any other Acts of Parliament, the provisions of which will be interfered with by the said Act; and, also, if need be, to reduce or vary the tolls, rates, and charges authorised to be taken by or under all or any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights and privileges.

And notice is hereby given, that duplicate plans and sections defining the line and levels of the said intended railway, and approaches and works, and the lands, houses, and other property which may be required to 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 the lands and houses proposed to be taken; and a published map, wherein will be defined the general course or direction of such railway; and also 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 North Riding of the county of York, at Northallerton, in the said Riding; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes or extra-parochial places, in or through which the said intended railway and works are proposed to be made, and also a copy of this notice, as published in the London Gazette, will be deposited, on or before the said 30th day of November, in the case of parishes, with the parish clerk of each such parish, at his residence; and in the case of an extra-parochial place, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

Printed copies of the Act or Bill, 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 7th day of November, 1864.

*R. T. Richardson*, Barnard Castle, Solicitor.  
*Durnford and Co.* 39, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1865.

North Kent Railway Extension.

(Incorporation of Company for making Railway from North Kent Railway, near Gravesend, to the Medway opposite Sheerness, and of Landing Place in the said River—Powers to South Eastern Railway Company.)

**I**T is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railway hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):—

A railway commencing by a junction with the North Kent line of the South Eastern Railway, in the parish of Denton, at or about 5 chains to the eastward of the point where the said North Kent Railway crosses the road leading to Denton Wharf, on the level passing thence through or into the following parishes and places, or some of them (that is to say):—Gravesend, Milton next Gravesend, Denton, Chalk, Shorn, Higham, Cliffe, Cooling, Frindsbury, High Halstow, Hoo Saint Mary, Stoke Hoo Saint Warburg, Allhallows, and Saint James' Isle of Grain, all in the county of Kent, and terminating in the last-named parish, at or near the coast guard station at Cockle Shell Hard, with power to construct and maintain in the same parish a landing place or jetty opposite to the said coast guard station, and extending about 200 yards into the River Medway, together with all necessary works and conveniences connected with such landing place or jetty.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and other works. To purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and other works, and to levy tolls, rates, and charges in respect thereof; and to confer on the Company other rights and privileges.

To authorize the South Eastern Railway Company to contribute towards the cost of constructing

the intended railway and other works out of their corporate funds, and if necessary out of capital to be raised by them respectively, under the powers of the Bill, by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorised capitals; and to enable the South Eastern Railway Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, and to appoint directors of the Company.

To enable the Company and the South Eastern Railway Company from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway and other works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "the Companies Clauses Consolidated Act, 1845," "the Companies Clauses Act, 1863," "the Lands Clauses Consolidation Act, 1845," "the Lands Clauses Consolidation Acts Amendment Act, 1860," "the Railways Clauses Consolidation Act, 1845," "the Railways Clauses Act, 1863," and "the Harbours, Docks, and Piers Clauses Act, 1847;" and it will amend and enlarge the powers and provisions of the Act 6 William IV., cap. 75, and of any other Acts relating to the South Eastern Railway Company, and also of any of the Acts relating to the River Medway.

Duplicate plans and sections, describing the line, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 Kent, at his office at Maidstone; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Edwards and Co.*, Westminster, Solicitors  
for the Bill.

## Lancashire Union Railways.

(New Lines.)

New Railways; Power to London and North-Western Railway Company to Contribute to and Work Railways; Provisions with Reference to Joint Ownership of Portions of Railways Authorised by "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864;" Additional Capital: Amendment of Acts.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session by the Lancashire Union Railways Company (hereinafter called "the Company") for an Act for the following purposes, or some of them:—

To 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 (that is to say):—

No. 1. A railway (herein designated Railway No. 1), commencing by a junction with the St. Helens and Rainford Branch of the London and North-Western Railway, in the township of Windle, in the parish of Prescott, in the county of Lancaster, at a point near the bridge there, which carries the last-mentioned railway over the Gerard's Bridge branch of the canal of the London and North-Western Railway Company, now or heretofore called the Sankey Canal, and terminating in the township of Hindley, in the parish of Wigan, in the same county, in a field numbered on the deposited plans referred to in "The Lancashire Union Railways Act, 1864," 149 in that parish, and which field belongs to Randolphus de Trafford, Esq., and is occupied by Thomas Welch, and there to form a junction with the authorised main line of the Lancashire Union Railways, and which intended Railway, No. 1, will pass from, in, through, or into the several parishes, townships, or places of Prescott, Winwick, Wigan, St. Helens, Windle, Hardshaw-with-Windle, Parr, Garswood, Ashton-in-Mackerfield, Ince-within-Mackerfield, and Hindley, or some of them, all in the county of Lancaster.

No. 2. A railway (herein designated Railway No. 2), situate wholly within the township of Ince-within-Mackerfield, in the parish of Wigan, and county of Lancaster, commencing by a junction with railway No. 1, in a field on the Hall of Ince Estate, belonging to Richard Walmesley, Esq., called Long Close, occupied by Betty Taylor, widow, and at a point distant 17 chains, or thereabouts, in a westerly direction, from the point at which the line of the said intended railway No. 1 crosses or intersects the North Union Railway, and terminating by a junction with the said North Union Railway there, at the distance of  $5\frac{1}{2}$  chains, or thereabouts, in a northerly direction from the point where the Eccles, Tyldesley, and Wigan Branch of the London and North-Western Railway joins such North Union Railway.

No. 3. A railway (herein designated Railway No. 3), situate wholly in the township of Ince-within-Mackerfield, in the said parish of Wigan, commencing by a junction with the intended railway No. 1, in a field on the westerly side of the North Union Railway, and belonging to William Gerard Walmesley, Esq., and occupied by James Widdows, or his under-tenant, Betty Taylor, and at a point at the distance of  $1\frac{1}{2}$  chains, or thereabouts, in a westerly direction, from the point where the line of the said intended railway No. 1 crosses or intersects the said North Union Railway, and terminating by a junction with the Eccles Tyldesley, and Wigan branch of the London and North-Western Railway, at a point 11 chains or thereabouts, on the westerly side of the bridge

which carries the last-mentioned branch railway over the public highway leading from Platt Bridge to Wigan.

No. 4. A railway (herein designated Railway No. 4), commencing in the township of Ashton-in-Mackerfield, in the said parish of Winwick, by a junction with the intended railway firstly hereinbefore described at a point in a field there known by the name of the Horse Hey, belonging to Sir Robert Tolver Gerard, Bart., and occupied by George Mather and John Mather, at a point 15 chains or thereabouts north-east of the public highway known as Long Lane, in Ashton-in-Mackerfield aforesaid, and terminating in the township of Pemberton, in the said parish of Wigan, in a field there, known by the name of the Lower Coal Pit Hey belonging to the trustees of the late Duke of Bridgewater and occupied by William Hampson, at a point one chain or thereabouts north of the public highway called Robin Lane, in Pemberton aforesaid, and three chains or thereabouts, west of the junction of the occupation road leading from Worsley Hall with Robin Lane aforesaid, which lastly described railway will pass from, in, through, or into the several parishes, townships, or places of Winwick, Wigan, Ashton-in-Mackerfield, and Pemberton aforesaid.

No. 5. A railway (herein designated Railway No. 5), situate wholly in the township of Pemberton, within the parish of Wigan aforesaid, commencing by a junction with the railway No. 4, hereinbefore described in a field there known by the name of Lady Lane field, belonging to Henry Blundell Hollinshead Blundell, Esq., and the son and three daughters of the late Thomas Ellison, and occupied by Roger Alker, at a point 12 chains or thereabouts on the southerly side of the point where the line of the said railway No. 4 crosses the public highway called Little Lane, in Pemberton aforesaid, and terminating by a junction with the Liverpool and Bury Section of the Lancashire and Yorkshire Railway at a point 7 chains or thereabouts on the westerly side of the bridge which carries Little Lane aforesaid over the said Liverpool and Bury Railway.

No. 6. A railway (herein designated Railway No. 6), commencing in the township and borough of Wigan, within the parish of Wigan aforesaid, by a junction with the authorised line of the Lancashire Union Railways, in a field there belonging to Richard Walmesley, Esq., and occupied by Henry Wright, and numbered on the said deposited plans 247, in the said parish of Wigan, at a point 13 chains or thereabouts on the south-easterly side of the highway through Whelley, leading from the Scholes in Wigan aforesaid, to Aspull Moor, in Aspull, in the said county, and terminating in the township of Ince-within-Mackerfield, in the parish of Wigan, upon land belonging to John Fowden Hodges, Esq., and occupied by the Kirkless Hall Coal and Iron Company at a point 2 chains or thereabouts, north of the said Kirkless Hall Coal and Iron Company's westernmost iron furnace, and which said intended railway will pass from, in, through, or into the parishes, townships, and places of Wigan, Aspull, and Ince-within-Mackerfield, all in the said county.

No. 7. A railway (herein designated Railway No. 7) situate wholly in the township of Ince in Mackerfield, within the parish of Wigan aforesaid, commencing by a junction with the authorised line of the Lancashire Union Railway, in a field there belonging to William Gerard Walmesley, Esq., and occupied by Henry Wareing, and numbered on the said deposited plans 204, in the said parish of Wigan, at a point one chain or thereabouts on the westerly side of Petticoat-lane, leading from Amberswood Common

o Aspull, in the said county, and terminating upon land belonging to Frederick Walker and Arthur le Blanc, trustees of the late John Ashton Case and Edward Holt Glegg, Esq., and occupied by John Grant Morris, at a point two chains or thereabouts on the south-easterly side of the weighing machine house, on Rose Bridge Colliery Branch Railway, leading from Rose Bridge Colliery to the Springs branch railway.

To empower the Company to acquire by compulsion or agreement, lands and houses for all or any of the purposes aforesaid.

To vary and extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be acquired as aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges, and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers within or adjoining to the aforesaid parishes, townships, and other places, or any of them, as may be necessary, in consequence of the construction and for the purposes of the said intended railways and works, or any of them.

To authorise the levying of tolls, rates, and charges for the use of the said intended railways and works, or any part of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers.

To empower the Company to raise further moneys for the purposes of the intended Act by the creation of new shares, and by borrowing on mortgage or bond, or by either of those means, and to apply to all or any of such purposes any capital or funds now belonging to the Company or under the control of their directors.

To empower the London and North-Western Railway Company, if they think fit, to take shares in and to subscribe or contribute towards the purposes of the intended Act, and to apply for all or any of those purposes any part of the funds or money of the London and North-Western Railway Company which may not be required for the purposes of their own undertaking, and if necessary to raise additional capital by the creation of new shares or stock in their own undertaking with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and to appoint one or more directors of the Company.

To enable the Company and the London and North-Western Railway Company to enter into and carry into effect arrangements or agreements with respect to the working, use, management, and maintenance of the railways of the Company, or any or either of them, or any part or parts thereof respectively, and the supply and maintenance of engines, carriages, and rolling stock, and other stock or plant for the same, and with respect to the payment and contribution by the Companies towards the cost, charges, and expenses of such working, use, management, and maintenance, and with respect to the conduct, regulation, management, and transmission of the traffic upon the railways of the Company, or any or either of them, and the railways of the London and North-Western Railway Company or any of them, and the stations, works, and conveniences connected therewith respectively, and with respect to the levying, collection, payment, division, apportionment, appropriation and distribution of the tolls, rates, and charges arising from such respective traffic, and the tolls, charges, or other consideration to be paid for such use or otherwise, and to enable the London and North-Western Railway Company to levy tolls, rates,

and charges on the railways of the Company, or any or either of them, or any part or parts thereof, and to exercise all such other powers as may be found advisable in reference to the purposes aforesaid, and to confirm any agreements entered into between the said two last-mentioned Companies, or between them or either of them, or any other person or persons, in relation to all or any of the matters aforesaid.

To vest in the Company jointly with the Lancashire and Yorkshire Railway Company the powers granted by the "Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864," for the construction, maintenance, and management of the railway first described in and authorised by that Act, and the works connected therewith, and to enable the Company to become joint owners with the Lancashire and Yorkshire Railway Company on equal terms of the said railway and works, and to execute jointly with the Lancashire and Yorkshire Railway Company the said powers including the levying and receiving by the Company and the Lancashire and Yorkshire Railway Company jointly or severally of tolls, rates, and charges in respect of the said railway, and works, and, if need be, to vary the tolls, rates, and charges authorised by the said Act in respect of the said railway and works, and to levy other tolls, rates, and charges in lieu thereof, and also to enable the company and the Lancashire and Yorkshire Railway Company from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the working, management, maintenance, and use of the said railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic, the payments to be made, and the conditions to be performed with respect to such working, management, maintenance, and use, the receipt, interchange, accommodation, conveyance, forwarding, and delivery of traffic coming from or destined for the said railway, and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income, arising from the traffic aforesaid.

And the said intended Act will also contain provisions authorising the appointment of Joint Committees or Boards of Directors for carrying into effect the objects aforesaid, or any of them.

And for the purposes aforesaid, it is intended, if need be, to alter, amend, and extend, or to repeal all or some of the powers and provisions of "The Lancashire Union Railways Act, 1864," and of the several Acts following, or some of them, directly or indirectly relating to, or affecting 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 Vict. cap. 67; 9th and 10th 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, and 396; 10th and 11th Vict. caps. 73, 107, 114, 118, 120, 121, 131, 132, 139, 159, 161, 178, 188, 228, 236, 270, 278, and 294; 11th and 12th Vict. caps. 58, 60, and 130; 12th and 13th Vict. cap. 74; 13th and 14th Vict. cap. 36; 14th Vict. cap. 28; 14th and 15th Vict. cap. 94; 15th Vict. caps. 98 and 105; 16th and 17th Vict. caps. 97, 110, 157, 160, 161, 205, 216, and 222; 17th and 18th Vict. caps. 201 and 204; 18 and 19th Vict. caps. 172 and 194; 19th and 20th Vict. caps. 52, 69, and 123; 20th and 21st Vict. caps. 64, 98, and 108; 21st and 22nd Vict. caps. 130 and 131; 22nd and 23rd Vict. caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23rd and 24th Vict. caps. 77 and 79; 24th and 25th Vict. caps. 66, 110, 123, 128, 130, 208, and 223; 25th and 26th Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171,



176, 194, 198, 200, 208, and 209; 26th and 27th Vict. caps. 5, 108, 177, 208, and 217; and 27th and 28th Vict. caps. 194, 226, 263, 273, 288, 296, and 320, and any other Act or Acts relating to the London and North-Western Railway Company, and 22 and 23 Vict. cap. 110; and 27 and 28 Vict. cap. 270, relating to the Lancashire and Yorkshire Railway Company and any other Act or Acts relating to that Company.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans, and sections describing the lines and levels of the proposed works, with a book of reference to such plans, 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 Lancaster, at his office in Preston, and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes, in or through which the said intended works are proposed to be made, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the clerks of such parishes respectively, at their respective places of abode.

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 next.

Dated this 10th day of November, 1864.

*Thos. Part,*  
*Mayhew and Son,* } Solicitors, Wigan.  
*Pritt, Sherwood, Venables, and Grubbe,* 7,  
Great George-street, Westminster, Par-  
liamentary Agents.

#### In Parliament.—Session 1865.

##### Croesor and Portmadoc Railway.

(Maintenance and Public Use of existing Railway from Carrig Hyldrem to Portmadoc—Construction of Extension Railway to Borthy Gêst Wharves, at Penyclogwyn point, otherwise Trwy-cae-ingo and Borthy Gêst, and other Works—Powers to take Tolls on, and to take Lands and Interests in Lands, for existing and intended Railways and Works—Powers to present Owner and Company to be incorporated.)

**N**OTICE is hereby given, that application is intended to be made to Parliament next Session for leave to bring in a Bill to effect the objects or some of the objects following, viz.:

To provide for the maintenance and for the use by the public of the existing railway made by Hugh Beaver Roberts, of Plas Llanddoget, Esquire (hereinafter called "the Owner"), which commences near the rock or place called Carrig Hyldrem, in a certain field called Cae ochor rhainwal, part of the farm called Park, in the parish of Llanfrothen and county of Merioneth, and numbered 1 on the plans to be deposited as is hereinafter mentioned, and terminates at or near Ynyscerrigduon at Portmadoc, in the parish of Ynyscynhaiarn, in the county of Carnarvon, and passes from, in, through, or into the parishes, townships, and places of Llanfrothen, in the county of Merioneth and Penmorfa, Llanfihangel-y-pennant, and Ynyscynhaiarn, in the county of Carnarvon, or some of them, together with the stations, sidings, and works connected therewith, and with power to make other stations and works connected therewith, and to adopt and use the said railway stations and works for passengers as well as other traffic.

To authorize the construction and maintenance of the railway (with stations, sidings, and other conveniences) and works following, viz.:

An extension railway, (wholly in the parish of Ynyscynhaiarn) commencing by a junction with

the existing railway at or near its termination as hereinbefore described, and terminating in, at, or near Borthy Gêst aforesaid.

Wharves, drops, shipping places, and landing places, with works and conveniences connected therewith, to be situated in the said parish of Ynyscynhaiarn, and at or near the termination as hereinbefore described of the intended extension railway.

To authorize the maintenance and construction and maintenance of the existing and intended railways, on a gauge to be specified in the Bill, and (if need be) to exclude the operation of the Act (9 and 10 Victoria, chapter 57), for regulating the gauge of railways, and to authorize the construction and maintenance of telegraphs on the existing and intended railways and works.

To give powers to cross, stop up, alter, or divert, either temporarily or permanently, roads, ways, streets, railways, tramways, canals, aqueducts, rivers, streams, bridges, telegraphs, sewers, drains, and watercourses, and to purchase and take compulsorily and otherwise lands, houses, and property or interests, or easements therein, for the purposes of the existing and intended railways and works, and of the Bill, and to provide that works executed and improvements made by the owner shall be taken as or towards compensation for such purchases, and to levy tolls, rates, duties, and charges on and in respect of the existing and intended railways, wharves, and other works, and to confer exemptions from the payment thereof.

To incorporate a company for the purposes or some of the purposes of the Bill.

To authorize the owner and the Company, jointly or severally, or either of them alone, to maintain and make and maintain the existing and intended railways, wharves, and other works, or any of them, and to exercise the powers or any of the powers to be given by the Bill, and to provide and contribute funds for the purposes or any of the purposes of the Bill.

To provide for the vesting or to vest the existing and intended railways and works, or some part thereof, in the Company and to authorise the Company and the owner to make and carry into effect contracts for the purposes or any of the purposes of the Bill, and all incidental matters.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

On or before the 30th day of November, 1864, plans and sections of the existing and intended railways and works, a book of reference to the plans, a published map with the lines of the 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 Carnarvon, at his office at Carnarvon, and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly; 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 or extra-parochial place, in or through which the existing and intended railways and works are intended to be maintained or made and maintained, 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 with the parish clerk of some parish immediately adjoining each such extra-parochial place, at his residence.

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 9th day of November, 1864.

*Edward Breeze*, Solicitor for the said Bill.



In Parliament, Session 1865.

Wrexham, Mold, and Connah's Quay Railway.  
(New Lines.)

(Power to make new Railways; Abandonment of part of authorized Branch; Compulsory purchase of Lands, Tolls; Running Powers over the Mold and Ffrith Branches of the Chester and Holyhead Railway, the Wrexham and Minera Railway, and parts of the Shrewsbury and Chester Line of the Great Western Railway; Power to lay down second line of Rails on portion of Mold Branch of the Chester and Holyhead Railway; Use of Stations on the said Railways; Station at Mold; Traffic arrangements; Additional Capital; 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 and to pass an Act to enable the Wrexham, Mold, and Connah's Quay Railway Company, (hereinafter called "the Company") to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, connected therewith, viz. :—

**Railway No. 1.**—A railway (hereinafter called Railway No. 1.) commencing in the parish of Hope, in the county of Flint, by a junction with the line of Railway No. 1, authorized by the "Wrexham Mold and Connah's Quay Railway Act, 1862," at or near a point marked on the deposited plans of such railway referred to in such Act as 3 miles and 6 furlongs from the commencement thereof, and from thence passing from, in, through, and into the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say: Hope, Hope Owen, Caergwile, Estyn, Rhanberfedd, Higher Kinnerton, Lower Kinnerton, and Shordley, all in the county of Flint; Gresford, Burton, and Llay, all in the county of Denbigh; and Ddoleston, in the county of Flint; and terminating in the parish of Ddoleston, in the county of Flint, by a junction with the Chester and Mold Branch Line of the Chester and Holyhead Railway, at or near a point where such line of railway crosses a public road leading from Kinnerton Green Farm to Crompton Hall, such point being 10 yards or thereabouts, on the west or Mold side of the distance post on such railway denoting 7 miles from Chester.

**Railway No. 2.**—A railway (hereinafter called Railway No. 2) commencing in the parish of Bangor, in the county of Denbigh, by a junction with the line of railway from Wrexham to Whitchurch, authorized by "The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864," in a fence which divides two fields or enclosures belonging to and in the occupation of Mr. Edward Lewis, numbered respectively 34 and 35 on the deposited plans of such railway referred to in such Act, in the parish of Bangor, in the county of Denbigh, such point of junction being at a distance of 4 miles, 3 furlongs, and 9½ chains, measuring along such railway from the commencement thereof at Wrexham Station, and thence passing from, in, through, and into the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say: Marchwiel, Trebrys, Pickhill, Sesswick, Royton, Eyton, Gyfelia, Havod-y-bwch, Morton Above, Morton Below, Morton, Dynhynlle ucha, Dynhynlle issa, Christionydd Kenrick, Coed Christionydd, Bodylltyn, Rhyddallt, Hafod, Bellan, Morton Anglicorum, Morton Wallicorum, and Ruabon, all in the county of Denbigh, and terminating in the parish of Ruabon, in the county of Denbigh, by a junction with the Shrewsbury and Chester Line of the

Great Western Railway Company, at or near the centre of a bridge which carries such railway over a stream or brook called Afoneitha or Ruabon Brook, such point being a distance of 40 yards or thereabouts on the Wrexham side of the booking office of the Ruabon Station, on the said Shrewsbury and Chester Railway.

**Railway No. 3.**—A railway (hereinafter called Railway No. 3) commencing in the parish of Bangor, in the county of Denbigh, by a junction with the proposed Railway No. 2, in a field or enclosure belonging to Simon Yorke, Esquire, and in the occupation of John Williams, such field being situate directly opposite the Tally-ho Inn, and on the north side of the turnpike road leading from Tanyclawdd and Ponkey to Bangor, and from thence passing from, into and through the several parishes, townships, extra-parochial, and other places following, or some or one of them, that is to say: Bangor, Erbistock, Ruabon, Dynhynlle issa, Hafod, and Bellan, all in the county of Denbigh, and terminating in the parish of Erbistock, in the county of Denbigh, in a field or enclosure belonging to James Hardcastle, Esquire, in his own occupation, and in which field a shaft is being sunk or boring operations are being carried on for proving the minerals thereunder, and which field is situate about a quarter of a mile from the turnpike road leading from Ruabon to Overton, and about one-third of a mile to the south-east of Park Eyton Lodge, belonging to Sir Watkin Williams Wynn, Baronet.

**Railway No. 4.**—A railway (hereinafter called Railway No. 4) commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the line of railway from Wrexham to Whitchurch, authorised by the "Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864," at a point 2 furlongs and 7 chains or thereabouts from the commencement thereof, as measured on the deposited plans referred to in such Act, and in or near a field or enclosure, numbered 16 on the said plans, and from thence passing 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: Wrexham, Wrexham Abbott, Wrexham Regis, Bersham, Broughton, Stansty, Brymbo, Gresford, Gwersyllt, Minera, and Escusham Below, all in the county of Denbigh; and Cymmau, Caergwale, Uwchymynydd-ucha, Uwchymynydd-issa, Rhanberfedd, Hope, Tryddyn, Nerquis, Leeswood, and Mold, all in the county of Flint; and terminating in the parish of Mold, in the county of Flint, by a junction with the rails of the Ffrith branch of the Mold branch of the Chester and Holyhead Railway at the present terminus of such rails adjoining the turnpike road leading from Tryddyn to Ffrith, and being about 1 mile and 300 yards from the point where such Ffrith branch crosses the turnpike road leading from Tryddyn to Ponthlyddyn.

**Railway No. 5.**—A railway (hereinafter called Railway No. 5) commencing in the parish of Wrexham, in the county of Denbigh, by a junction with the proposed Railway No. 4, hereinbefore lastly described in or near a pasture field adjoining the Westminster Colliery, and belonging to and in the occupation of the Westminster Colliery Company such field being bounded on the east side by the garden wall of Moss Row cottages, and on the south by the spoil bank of the said colliery, and on the north and west sides by the road leading from Moss Well to the north end of Moss Row cottages, and from thence passing from, in, through or into the following parishes, townships, or places, or some of them, Wrexham, Broughton, Gwersyllt, Gresford, and Brymbo, all in the county of Denbigh, and terminating in the parish of Gwersyllt in the county of Denbigh, by a junction with the line

of Railway No. 4, authorised by "The Wrexham, Mold, and Connah's Quay Railway Act, 1862," at its termination at Pendwll Colliery, the property of Thomas Clayton, Esquire.

Railway No. 6.—A railway (hereinafter called Railway No. 6) commencing in the parish of Brymbo, in the county of Denbigh, by a junction with the Great Western Branch Railway from Brymbo to the Fron Colliery, at a point 220 yards or thereabouts south of the junction of such branch with the Minera Branch of the Great Western Railway, and nearly opposite the Mount Inn, and from thence passing from, in, through or into the follow parishes and townships, or some of them, Wrexham, Broughton, and Brymbo, all in the county of Denbigh, and terminating in the parish of Brymbo and county of Denbigh, by a junction with the proposed Railway No. 4, hereinbefore described in or near a field, or enclosure called Cae Glas, belonging to David Francis Atcherley, Esquire, and in the occupation of Mrs. Ann Price, such field or enclosure adjoining the turnpike road leading from Minera to Chester.

Railway No. 7.—A railway (hereinafter called Railway No. 7) commencing in the parish of Brymbo, in the county of Denbigh, by a junction with the branch railway to Brymbo, authorised by "The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864," at a point adjoining and on the north side of the level crossing of a public road shewn upon the deposited plans and sections of such railway referred to in such Act as being seven furlongs and three chains or thereabouts, from the commencement thereof, and thence passing from, in, through and into the several parishes, townships, and places following, or some of them, Wrexham, Gwersyllt, Brymbo, and Broughton, and terminating in the parish of Wrexham, in the county of Denbigh, by a junction with the proposed Railway No. 4, hereinbefore described in or near a plantation, the property of Richard Thompson, Esquire, and in the occupation of Thomas Edwards, such plantation being numbered 25 on the deposited plans of the branch railway to Brymbo, authorised by "The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864."

To empower the Company to abandon the construction of so much of the branch railway to Brymbo, authorised by "The Wrexham, Mold, and Connah's Quay Railway (Extension) Act, 1864," as lies between the commencement thereof and the junction with the proposed Railway No. 7, lastly described, such point of junction being seven furlongs and three chains from the commencement of such authorised branch railway.

And it is proposed by the said intended Act to confer on the Company all necessary powers to effect the objects following, or some of them, that is to say:—

To enable the Company to lay down a second line of rails upon so much of the Mold Branch of the Chester and Holyhead Railway as lies between the Mold and Padeswood stations on the said branch railway, and to execute and perform all such works as may be necessary for that purpose, and to take lands for the purposes of such second line of rails, and also of a station to be constructed at or near the said Mold station, and to construct and maintain a station thereon, either jointly with the London and North-Western Railway Company, or separately, and to make and carry into effect arrangements and agreements with that Company for the construction, maintenance, use, and management of such station, and to repeal all rights or interests which may interfere with such last-mentioned objects.

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aque-

ducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, 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, or any of them.

To purchase by compulsion or otherwise, any lands and houses for the purposes of the said intended 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 intended railways and works, or any of them.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, to confer exemptions from the payment of such 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 take power to enable the Company to form openings in and junctions with the rails of the Mold Branch of the Chester and Holyhead Railway, and the Shrewsbury and Chester Line of the Great Western Company.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the London and North-Western Railway Company, the Buckley Railway Company, the Wrexham and Minera Railway Company, and the Great Western Railway Company, or any or either of them, and for ensuring all requisite or desirable facilities for those purposes, and in default of agreement for referring to the Board of Trade or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities, are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or any or either of them are now authorised to take; and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last mentioned Companies, or any or either of them, to enter into agreements for an interchange of traffic and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

To authorise the Company, their officers and servants, to run over, work, and use with their engines and carriages and for the purposes of their traffic the Mold Branch of the Chester and Holyhead Railway, and the Ffrith Branch of such Mold Branch, the Buckley Railway, the Wrexham and Minera Railway, and so much of the Shrewsbury and Chester line of the Great Western Railway as lies between the point of junction with it of the intended Railway No. 2, and the junction near Ruabon of the Vale of Llangollen Railway with the main line of the Shrewsbury and Chester Railway, and also to use the stations, booking offices, sidings, works, and conveniences, on the said Mold and Ffrith Branch Railways, the Ruabon station of the Shrewsbury and Chester Railway upon such terms and under and subject to such payments and upon such conditions as shall be mutually agreed upon or as in case of dispute or in default of agreement shall be determined by the Board of Trade, or by arbitration.

To enable the Company to apply any capital or funds now or hereafter belonging to them or under their control to the purposes of the said Act, or any of them, and to enable the Company to raise further sums for such purposes by the creation of new

shares or stock in their undertaking, either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage or bonds, or by any of those means, and to attach to the whole or any part of the capital of the Company already authorised to be raised by shares or by borrowing, such priority or preference in the payment of interest or dividends as they may think fit.

To alter, amend, extend, and enlarge, and if need be to repeal some of the powers and provisions of the following Acts relating to the Chester and Holyhead Railway Company, viz.: local and personal 7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic., cap. 111; 14 and 15 Vic., cap. 27; 17 and 18 Vic., caps. 168 and 222; 21 and 22 Vic., caps. 130 and 146; and the Public and General Acts 22 and 23 Vic., cap. 60; 23 and 24 Vic., cap. 149; 24 and 25 Vic., caps. 123 and 247; 25 and 26 Vic., cap. 104; and 27 and 28 Vic., cap. 328. The following Acts relating to the Great Western Railway Company and their undertaking, viz.: 5 and 6 William 4, cap. 107; 1 William 4, 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. 101; 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, 251, 274, 275, 278, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 138, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, and 191; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 128; 23 Vic., cap. 69; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, and 215; 25 and 26 Vic., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221, and 226; 26 and 27 Vic., caps. 113, 151, 168, 172, and 198; and 27 and 28 Vic., caps. 76, 176, 196, 200, 266, 295, 302, 304, and 306. The following Acts 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, 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 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 and 108; 21 and 22 Vic., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77, 79; 24 and 25 Vic., caps. 66, 110, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66,

86, 104, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296 and 309; The Buckley Railway Act, 1860; The Buckley Railway Act, 1863; The Wrexham and Minera Act, 1861; The Wrexham Mold and Connah's Quay Railway Act, 1862; The Wrexham Mold and Connah's Quay Railway Extension Act, 1864; and any other Acts relating to or affecting the before-mentioned Companies or any of them.

And notice is hereby given, that duplicate plans and sections of the said intended railways and works and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, 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 Denbigh, at his office in Ruthin, in the said county; and with the Clerk of the Peace for the county of Flint, at his office in Mold, in the said county; and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice as published in the London Gazette, will on or before the said 30th day of November 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 adjoining parish at his place of abode.

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 9th day of November, 1864.

Thomas and Charles Minshall,  
Oswestry,  
J. Devereux Pugh, Wrexham, } Solicitors.

Wyatt and Metcalfe, 28, Parliament-street,  
Westminster, Parliamentary Agents.

#### Stafford and Uttoxeter Railway.

(Additional Capital; Preference and Deferred Shares; Amendment of Acts, &c.)

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 Stafford and Uttoxeter Railway Company to raise further capital by shares or stock and by borrowing, and to issue in preferred half shares and deferred half shares any part of the capital which they are by "The Stafford and Uttoxeter Railway Act, 1862," authorized, or which by the said Bill they will be authorised to raise, and the Bill will amend and enlarge the powers and provisions of the said Act.

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, 1864.

Rixon and Son, 38, Cannon-street;  
R. D. Newill, Wellington (Salop), } Solicitors.

Martin and Leslie, 27, Abingdon-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1865.

Dee and Mersey Junction Railway.

(Incorporation of Company; Power to make Railways from Connah's Quay to Birkenhead; Compulsory Purchase of Lands; Tolls; Power to the Wrexham Mold and Connah's Quay and Hoylake Railway Companies to subscribe; Running Powers over part of London and North-Western Railway, Great Western Railway, Chester and Holyhead Railway, Birkenhead Railway, Wrexham Mold and Connah's Quay Railway, Buckley Railway and Hoylake Railway; and Use of Stations; Traffic Arrangements; 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, and to pass an Act to incorporate a Company for making and maintaining the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, namely:

**Railway No. 1.**—A railway commencing at Connah's Quay in the ecclesiastical district of St. Marks, in the parish of Northop, in the county of Flint, by a junction with the siding of the Buckley Railway, at a point ninety yards or thereabouts in a north-eastward direction from the bridge which carries the Chester and Holyhead Railway over the Buckley Railway, and near to and on the eastwardly side of the quay or dock at Connah's Quay aforesaid, belonging to the Buckley Railway Company, and running thence from, through, over, or into, the following parishes, extra-parochial and other places and townships following, some or one of them, that is to say, Northop, Hawarden, and the bank and bed of the River Dee, all in the county of Flint; the bank and bed of the River Dee, Saltmarsh, Shotwick, Shotwick Park, Woodbank, Puddington, Burton, Denhall, Ness, Little Neston, Neston, Hinderton, Parkgate, Raby, Willaston, Leighton, Gayton, Heswell, Thornton Hough, Brimstage, Barnston, Thingwall, Bebbington, Storeton, Prenton, Woodchurch, Upton, Noctorum, Oxton, Bidston-cum-Ford, and Bidston, in the county of Chester, and terminating by a junction with the authorized line of the Hoylake Railway, in a field in Bidston, aforesaid, known as Wardens Townfield, belonging to Robert Vyner, Esquire, and in the occupation of Simon Croft, numbered 3 upon the plan of the said Hoylake Railway (No. 3 Railway), deposited with the Clerk of the Peace of the county of Chester, in respect of the said Hoylake Railway.

**Railway No. 2.**—A railway wholly situate in the parishes of Northop and Hawarden in the county of Flint, commencing by a junction with the before-mentioned Railway No. 1, at or near a point upon the foreshore of the River Dee, and upon the southwardly bank of the same river distant 222 yards or thereabouts in a south-westwardly direction from the powder magazine on the other or northwardly side of the same river, and thence running southwardly, and terminating in a field belonging to the Right Hon. the Earl Spencer, in the occupation of Gregory Burnett, at or near a point about six chains northward of the stone or post upon the Chester and Holyhead Railway indicating the eighth mile upon such railway, from the Chester General Railway Station.

**Railway No. 3.**—A railway wholly situate in the parish of Neston, and the township of Little Neston, in the county of Chester, commencing by a junction with the said intended Railway No. 1,

at or near a point in a field belonging or reputed to belong to the Duke of Norfolk, in the occupation of Mr. Pritchard, known as Town Meadow, about ten yards north of the road leading from Neston to Burton, and terminating by a junction with the authorized line of the Hooton and Parkgate Railway, at or near a point upon that railway distant 3 miles, 3 furlongs, 7 chains from the intended Hooton Terminus thereof, in a field No. 124, on plan of that railway, deposited with the Clerk of the Peace of the county of Chester.

And it is proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "The Company") all necessary powers to effect the objects following, or some of them, that is to say:—To stop up, alter, or divert, whether temporarily or permanently, all such turnpike or other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, 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, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended 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 intended railways and works, or any of them.

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

To authorize the Wrexham Mold and Connah's Quay Railway Company, and the Hoylake Railway Company, or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stocks, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable such Company, so subscribing, to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company, as to the appointment of directors or otherwise, as may be prescribed by the said intended Act.

To confirm any agreement or agreements entered into, or which may hereafter be entered into between the Company and the Company of Proprietors of the undertaking, for recovering and preserving the navigation of the River Dee or with the River Dee Commissioners, or either of those bodies, for a sale of land by them to the Company, and for carrying into full and complete effect the objects and purposes of the said intended Bill.

To enable the said Company of Proprietors of the undertaking for recovering and preserving the navigation of the River Dee, and the River Dee Commissioners, or either of them, to take shares in or subscribe towards the proposed undertaking, and for that purpose to apply any capital or funds which now belong or may hereafter belong to them or be under their control, and to enable such Company of Proprietors and Commissioners to raise further monies by the creation and issue of new

shares or stock, or by mortgage or bonds, with or without preference or priority in payment of interest or dividends, or to guarantee the payment of interest or dividends upon any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the appointment of directors of the Company or otherwise, as may be prescribed by the said intended Act.

To provide for effectually securing interchange, accommodation, protection, and direct and speedy transmission of traffic to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the London and North-Western, the Great Western, the Chester and Holyhead, the Birkenhead, the Wrexham Mold and Connah's Quay, the Buckley, and the Hoylake Railway Companies, or any or either of them and the lines of railway of the Mersey Docks and Harbour Board; and for insuring all requisite or desirable facilities for those purposes, and, in default of agreement, for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected. And so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies or any or either of them are now authorized to take and to confer, vary or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last-mentioned Companies, or any or either of them, and the Mersey Docks and Harbour Board to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

To authorize the Company, their officers and servants, to run over and work and use with their engines and carriages, and for the purposes of their traffic, the Chester and Holyhead Railway, the Buckley Railway, the Wrexham Mold and Connah's Quay Railway, the Birkenhead Railway, the Hoylake Railway, the London and North-Western Railway, and the Great Western Railway, or some part or parts thereof respectively; and also to use the stations, booking-offices, sidings, works, and conveniences thereof, upon such terms and conditions and under such payments as shall be mutually agreed upon, or as, in case of dispute or in default of agreement, shall be determined by the Board of Trade.

To alter, amend, extend, and enlarge, and (if need be) to repeal some of the powers and provisions of the following Acts relating to the London and North-Western Railway Company viz.:—1 Will. 4, cap. 51; 2 and 3 Vic., cap. 69; 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, 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. 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., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vic., caps. 77, 79 and 111; 24 and 25 Vic., caps. 28, 44, 60, 66, 110, 111, 123,

128, 130, 134, 208, 219 and 223; 25 and 26 Vic. caps. 55, 66, 86, 98, 104, 198, 208 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177 and 217; 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296 and 309.

The following Acts relating to the Birkenhead Railway Company, viz.:—15 and 16 Vic., cap. 167; 22 and 23 Vic., cap. 74; 24 and 25 Vic., cap. 134; 25 and 26 Vic., cap. 148. The following Acts relating to the Chester and Holyhead Railway Company, viz.:—7 and 8 Vic., cap. 65; 8 and 9 Vic., cap. 33; 10 and 11 Vic., caps. 147, 162, and 238; 11 and 12 Vic., cap. 60; 12 and 13 Vic., cap. 41; 13 and 14 Vic., cap. 111; 14 and 15 Vic., cap. 21; 17 and 18 Vic., caps. 168 and 222; 21 and 22 Vic., caps. 130 and 146; and the Public and General Act, 22 and 23 Vic., cap. 60; and 23 and 24 Vic., cap. 149; and 24 and 25 Vic., cap. 247. The following Acts relating to the Great Western Railway Company, viz.:—5 and 6 Will. 4, cap. 107; 1 Will. 4, 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. 101; 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, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, and 191; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 Vic., cap. 69; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 75, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, and 215; 25 and 26 Vic., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221, and 226; 26 and 27 Vic., caps. 113, 127, 136, 151, 168, 172, and 198; 27 and 28 Vic., caps. 76, 176, 196, 200, 266, 295, 302, 304, 306, and 329. "The Wrexham Mold and Connah's Quay Railway Act, 1862;" "The Wrexham Mold and Connah's Quay Railway (Extension) Act, 1864;" "The Hoylake Railway Act, 1863;" and any other Act or Acts relating to those Companies, or any of them.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such land and houses, together with a published map with the lines of the intended railways delineated thereon, 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 Flint, at his office in Mold, in the said county, and with the Clerk of the Peace for the county of Chester, at his office in Chester, in the said county; and that a copy of so much of the said plans and sections, and books of reference, as relates to the several parishes in or through which the intended

railways and works are proposed to be made, or in which the lands, houses, and property, proposed to be taken, are situate; and also a copy of this notice as published in the London Gazette, will on or before the said 30th day of November 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 adjoining parish, at his place of abode.

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 10th day of November, 1864.

*Littledale, Ridley, and Bardswell*, Liverpool,  
Solicitors.

*Wyatt and Metcalf*, 28, Parliament-street,  
Westminster, Parliamentary Agents.

#### East London Railway.

(Thames Tunnel Line.)

(Incorporation of Company; Construction of Railways to connect certain Railways on the Surrey side of the Thames with certain Railways on the Middlesex side thereof; Acquisition of Thames Tunnel; Working and Traffic and other Arrangements with divers Railway Companies; Arrangements with the London and St. Katharine Docks Company; and with the Surrey Commercial Dock Company; 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 with power to make and maintain the following railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

**Railway No. 1 (Main Line).—**A railway to commence in the parish of Saint Matthew, Bethnal Green, in the county of Middlesex, by a junction with the authorized line of the Great Eastern Railway, at or near where that line crosses West-place between Cambridge-road and Clare-street; and to terminate in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction with the main line of the London, Brighton and South Coast Railway Company, at or near a point on that railway, about 146 yards south of where the said railway crosses over Coldblow-lane.

**Railway No. 2 (City Branch).—**A railway to commence in the parish of Saint Botolph without Bishopsgate, in the city of London, at or near Liverpool-street, near the point where the railway first described in and authorized by "The Great Eastern Railway, Metropolitan Station, and Railways Act, 1864," is described as intended to commence, and to terminate in the parish of Saint Mary Whitechapel, in the county of Middlesex, by a junction with Railway No. 1, near to the north end of John-street.

**Railway No. 3 (Blackwall Junction).—**A railway to commence in the parish of St. George-in-the-East, in the county of Middlesex, by a junction with Railway No. 1, at or near the junction of Upper Chapman-street and Charles-street, and to terminate in the hamlet of Mile End, Old Town, Saint Dunstan, Stepney, in the county of Middlesex, by a junction with the London and Blackwall Extension Railway, at or near where that railway crosses Victoria-road.

**Railway No. 4 (Brighton Up Line Junction).—**A railway to commence in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction with Railway No. 1, at or near a point about 133 yards south-east of the tavern of the St. Helena Gardens, and to terminate in the same parish by a

junction with the main line of the London, Brighton and South Coast Railway, at or near a point on that railway, about 146 yards south of where the said railway crosses over Coldblow-lane.

**Railway No. 5 (South London Junction).—**A railway to commence in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction with Railway No. 4, at or near a point south of the Grand Surrey Canal, and 100 yards or thereabouts therefrom; and 180 yards, or thereabouts west of the London, Brighton and South Coast Railway main line, and to terminate in the same parish, by a junction with the branch now in course of construction, of the London, Brighton and South Coast Railway, leading from White Post-lane to the Deptford line of that railway, at or near a point situate about 183 yards measured along the course of the said branch now in course of construction, in a north-easterly direction from where the said branch crosses White Post-lane.

**Railway No. 6 (Deptford Branch Junction).—**A railway to commence in the parish of St. Paul, Deptford, in the county of Surrey, by a junction with the said intended Railway No. 1, near to Torr's animal charcoal manufactory, in Trundle's Lane; and to terminate in the same parish by a junction with the Deptford Branch of the London, Brighton and South Coast Railway, at or near a point where the same passes under the London and Greenwich Railway.

**Railway No. 7 (South-Eastern Down Line Junction).—**A railway to commence in the said parish of St. Paul, Deptford, in the county of Surrey, by a junction with Railway No. 1, at or near a point on the south bank of the Grand Surrey Canal, distant 127 yards, or thereabouts, in an easterly direction, from Necker Bridge, and to terminate in the parish of St. Paul, Deptford, in the county of Kent, by a junction with the South-Eastern Railway, at or near a point about 90 yards from Edward-street (known also as Loving Edward's-lane), measured in a south-easterly direction.

**Railway No. 8 (South-Eastern Up Line Junction).—**A railway to commence in the said parish of St. Paul, Deptford, in the county of Surrey, by a junction with Railway No. 7, at or near the junction of Rolt-street with Woodpecker-lane, and to terminate in the said parish of St. Paul, Deptford, in the county of Kent, by a junction with the South-Eastern Railway at or near a point about 90 yards from Edward-street (known also as Loving Edward's-lane), measured in a south-easterly direction.

And which said intended railways 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), St. Botolph without Bishopsgate, in the city of London, Norton Folgate, St. Leonards Shoreditch, Christchurch Spitalfields; St. Matthew Bethnal Green, St. Mary Whitechapel, Mile End New Town, Mile End Old Town, St. Dunstan Stepney, St. George-in-the-East, St. Paul Shadwell, St. John at Wapping, Ratcliffe, St. Anne Limehouse, in the county of Middlesex; St. Mary Rotherhithe, St. Paul, Deptford, in the county of Surrey; St. Paul Deptford, in the county of Kent.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated to purchase lands, houses, and other property, by compulsion or agreement, for the purposes thereof.

And it is further proposed by the said intended Act to vary and extinguish all existing rights and privileges in any manner connected with any lands, houses, and property proposed to be acquired for the purposes thereof which would in any manner impede or interfere with the construc-



tion, maintenance, or use of the said intended railways and works, or any or either of them, and to confer other rights and privileges, and also to authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations and rivers, sewers, drains, mains, pipes, and telegraphs, in or adjoining to the aforesaid parishes and other places as may be necessary in consequence of the construction, and for the purposes of the said intended railways and works, or any or either of them. And to empower the said Company to deviate from the levels shown on the sections of the said railways to be deposited as hereinafter mentioned to a greater extent than is authorized by "The Railways Clauses Consolidation Act, 1845."

And it is proposed by the said intended Act to provide for the transfer to, and vesting in the intended Company (by compulsion or otherwise), for the purposes of the said railways and works, of the Thames Tunnel, and all or some part of the property, estate, and effects of the Thames Tunnel Company, and to make provision for the payment to that Company, either by a sum in gross, or by annual or other payments, either perpetual or terminable, or partly by the one and partly by the other or others of such means of compensation for the premises so proposed to be transferred to or vested in the intended Company, and the said intended Act will empower the Thames Tunnel Company and the intended Company to enter into, and carry into effect, contracts and agreements with reference to all or any of such purposes, and will also ratify and confirm all or any agreements in relation to such purposes, or any of them, which have been or may be made by or on behalf of the intended Company, with the Thames Tunnel Company, and also all or any agreements which have been or may be made by or on behalf of the intended Company, with any other body or persons, whether mortgagees or creditors of the Thames Tunnel Company, or having or claiming any other interest in the Thames Tunnel and the property held in connection therewith and the said Bill will alter, vary, or extinguish all existing rights and privileges in relation to the said Tunnel and premises, which would impede or interfere with the objects and purposes of the intended Act.

And it is also proposed by the intended Act to authorize the levying of tolls, rates, and charges for the use of the railways and works of the intended Company, or any or either of them, and to confer exemptions from the payment of such tolls, rates, and charges, and to empower the intended Company to exercise all other usual and necessary powers.

And it is also proposed by the said intended Act to empower the Company thereby to be incorporated on the one hand, and the Great Eastern Railway Company, the North London Railway Company, the London and North Western Railway Company, the Metropolitan Railway Company, the Midland Railway Company, the Great Northern Railway Company, the London and Blackwall Railway Company, the Great Western Railway Company, the London, Brighton, and South Coast Railway Company, the South Eastern Railway Company, the London, Chatham and Dover Railway Company, and the London and South Western Railway Company, or any or either of them, on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working, use, management, and direction of the intended railways, or any of them, and any part or parts of the railways of the said Companies, or any of them, and the terms and

conditions thereof; and with reference to the transmission and forwarding of traffic upon and over the railways of the said Companies respectively, or any or either of them, or any part or parts thereof respectively, and to the interchange of traffic between their respective railways, and to the fixing and ascertaining division and apportionment between the Companies parties to any such arrangement or agreement of the tolls, rates, and charges arising from such traffic; and to confirm any agreement already made by or on behalf of the Company so to be incorporated, and the said other Companies, or any or either of them, in relation to any of the matters aforesaid.

And it is also proposed by the said intended Act to empower the intended Company and the Surrey Commercial Dock Company to enter into and carry into effect contracts and agreements, with reference to the laying down, working, using and maintaining of rails on the quays and wharves of the said Dock Company, and the transmission of traffic along the same, and the railways of the intended Company, and to the division and apportionment between those Companies respectively of the costs and expenses to be incurred in relation to the matters aforesaid.

And it is also proposed by the said intended Act to empower the intended Company, and the London and Saint Katharine Docks Company to enter into and carry into effect contracts or agreements with reference to the construction of the said railways, or some of them, in or through the property of the London and Saint Katharine Docks Company, and to confirm any contract or agreement which prior to the passing of the said Act may have been entered into by or on behalf of the said Companies respectively touching the matters aforesaid.

And it is proposed by the said intended Act, so far as may be necessary, to alter, amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the several local and personal Acts following, or some of them, that is to say: the 25th and 26th Vic., cap. 223, and all other Acts relating to the Great Eastern Railway Company; the 9th and 10th Vic., cap. 396; and the 16th and 17th Vic., cap. 97, and all other Acts relating to the North London Railway Company; the 9th and 10th Vic., cap. 204; and all other Acts relating to the London and North Western Railway Company; the 17th and 18th Vic., cap. 221, and all other Acts relating to the Metropolitan Railway Company; the 7th and 8th Vic., cap. 18, and all other Acts relating to the Midland Railway Company; the 9th and 10th Vic., cap. 71, and all other Acts relating to the Great Northern Railway Company; the 6th and 7th Will. 4, cap. 123; the 2nd and 3rd Vic., cap. 95; the 14th and 15th Vic., cap. 28; and 17th and 18th Vic., cap. 201, and all other Acts relating to the London and Blackwall Railway Company; the 5th and 6th Will. 4, cap. 107, and all other Acts relating to the Great Western Railway Company; the 9th and 10th Vic., cap. 283, and all other Acts relating to the London, Brighton, and South Coast Railway Company; the 6th Will. 4, cap. 75, and all other Acts relating to the South-Eastern Railway Company; the 16th and 17th Vic., cap. 132; the 22nd and 23rd Vic., cap. 54, and all other Acts relating to the London, Chatham and Dover Railway Company; the 4th and 5th Will. 4, cap. 88, and all other Acts relating to the London and South Western Railway Company; the 27th and 28th Vic., cap. 31, and any other Act or Acts relating to the Surrey Commercial Dock Company; the 27th and 28th Vic., cap. 178, and all other Act or Acts relating to the London and Saint Katharine Docks Company; and the 5th Geo. 4, cap. 156; the 9th Geo. 4, cap. 63; the 3rd and 4th Will. 4, cap. 121;



and the 3rd Vic., cap. 50, relating to the Thames Tunnel Company.

And notice is hereby further given, that on or before the 30th day of November in the present year, plans and sections of the said intended railways and works, and a book of reference thereto, a published map showing the general course of the said intended railways, and a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the city of London, at his office at the Sessions House, Old Bailey, in the said city; with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the county of Surrey, at his office in Lambeth; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and that on or before the same day, a copy of this notice, as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to each of the several parishes, or places in or through which the intended railways and works are proposed to be made, will be deposited as follows (that is to say):—As regards the parish of St. Botolph, without Bishopsgate, in the city of London, with the parish clerk of that parish, at his residence in the said parish; as regards the liberty of Norton Folgate, in the county of Middlesex, with the Clerk of the District Board of parishes of Whitechapel district, at his office in Whitechapel; as regards the parish of St. Leonard's, Shoreditch, in the said county, with the Clerk of the Vestry of that parish, at his office in Shoreditch; as regards the parish of Christchurch Spitalfields, in the said county, with the Clerk of the District Board of parishes of Whitechapel district, at his office in Whitechapel; as regards the parish of St. Matthew, Bethnal Green, in the said county, with the Clerk of the Vestry of that parish, at his office at Bethnal Green; as regards the parish of St. Mary, Whitechapel, in the said county, with the Clerk of the District Board of parishes of Whitechapel district, at his office in Whitechapel; as regards the hamlet of Mile End, New Town, St. Dunstan, Stepney, in the said county, with the Clerk of the District Board of the parishes of Whitechapel district, at his office in Whitechapel; as regards the hamlet of Mile End, Old Town, St. Dunstan, Stepney, in the said county, with the Clerk of the Vestry of the said hamlet, at his office at Mile End; as regards the parish of St. George-in-the-East, in the said county, with the Clerk of the Vestry of that parish, at his office in the said parish; as regards the parish of St. Paul, Shadwell, in the said county, with the Clerk of the District Board of parishes of Limehouse district, at his office at Limehouse; as regards the parish of St. John at Wapping, in the said county, with the Clerk of the District Board of parishes of Limehouse district, at his office at Limehouse; as regards the hamlet of Ratcliffe, St. Dunstan's, Stepney, in the said county, with the Clerk of the District Board of parishes of Limehouse district, at his office at Limehouse; as regards the parish of St. Anne, Limehouse, in the said county, with the Clerk of the District Board of parishes of Limehouse district, at his office at Limehouse; as regards the parish of St. Mary, Rotherhithe, in the county of Surrey, with the Clerk of the Vestry of that parish, at his office at Rotherhithe; as regards the parish of St. Paul, Deptford, in the said county, with the Clerk of the District Board of parishes of the Greenwich district, at his office in Greenwich; and as regards the parish of St. Paul, Deptford, in the county of Kent, with the Clerk of the District Board of parishes of the Greenwich district, at his office in Greenwich; and 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, 1864.

*Wilson, Bristows, and Carpmael*, 1, Copthall Buildings, London Solicitors.

*Pritt, Sherwood, Venables, and Grubbe*, 7, Great George-street, Westminster, Parliamentary Agents.

#### In Parliament—Session 1865.

Furness and Yorkshire Union Railway.

(Incorporation of Company; Construction of Railways; Compulsory Purchase of Lands, Tolls, Power to the London and North-Western, the Whitehaven Junction, the Whitehaven and Furness Junction, and the Furness Railway Companies to subscribe; Running Powers over portions of the London and North-Western Railway and use of Stations; Traffic Arrangements; Amendments 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 and to pass an Act to incorporate a Company, and to enable them to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, viz.:—

A railway commencing in the parish of Beetham, in the county of Westmorland, by a junction with the Furness Railway at or near a point westward of the Booking Office of the Arncliffe Station of that railway, where a mile-post marked  $\frac{1}{2}$ , being 12 and  $\frac{1}{2}$  miles from Ulverstone, is fixed, and terminating in the parish of Heversham, and county of Westmorland, by a junction with the Lancaster and Carlisle line of the London and North-Western Railway Company, at or near a point one hundred yards or thereabouts southwards of the bridge known as the Rowel Bridge, carrying the road from Rowel to Heversham, over the Lancaster and Carlisle line of the London and North-Western Railway, such bridge being the second public road bridge northwards from the Milnthorpe Station of the said railway, and which said intended railway will pass from, in, through, or into the several parishes, extra-parochial, and other places following (that is to say) the parishes of Beetham and Heversham, and the townships of Beetham, Haverbrack, Heversham-with-Milnthorpe, all in the county of Westmorland.

A railway commencing in the parish of Heversham, in the county of Westmorland, by a junction with the said Lancaster and Carlisle line of the London and North-Western Railway, at or near the north side of the bridge carrying the Kirkby Lonsdale, Kendal, and Milnthorpe turnpike road over the said Lancaster and Carlisle line of the London and North Western Railway, near to the Milnthorpe Station, and terminating in the parish of Kirkby Lonsdale, in the county of Westmorland, by a junction with the Lancaster, Carlisle, and Ingletton Branch of the London and North-Western Railway Company, at or near the south end of the platform of the Barbon Station of the said railway, and the said intended railway will pass from, in, through, or into, the several parishes, extra-parochial, and other places following, or some or one of them, viz.:—the parishes of Heversham, Beetham, Burton, and Kirkby Lonsdale, and the townships of Heversham-with-Milnthorpe, Preston Richard, Farleton, Burton, Preston Patrick, Lupton, Hutton Roof, Kirkby Lonsdale, Mansergh, and Barbon, all in the county of Westmorland.

A railway wholly in the parish of Heversham, in the county of Westmorland, commencing by a

junction with the first hereinbefore described railway, in a field belonging to George Edward Wilson, Esq., and occupied by William Jackson, at a point 220 yards or thereabouts, measured in a westerly direction from a point on the Lancaster and Carlisle line of the London and North-Western Railway, 552 yards or thereabouts north of the bridge carrying the Kirkby Lonsdale, Kendal, and Milnthorpe road over the said railway, and terminating by a junction with the secondly hereinbefore described railway, in a field known as Barn Close, belonging to George Edward Wilson, Esq., and occupied by Septimus Nelson, at a point 209 yards or thereabouts, measured in an easterly direction from a point on the said Lancaster and Carlisle line of the London and North-Western Railway, 836 yards or thereabouts north of the said bridge carrying the Kirkby Lonsdale, Kendal, and Milnthorpe road over the said railway.

And it is proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "the Company") all necessary powers to effect the objects following, or some of them, that is to say:

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, 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, or any of them.

To purchase, by compulsion or otherwise, any lands and houses for the purposes of the said intended 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 intended railways and works, or any of them.

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

To authorize the London and North-Western Railway Company, the Whitehaven Junction Railway Company, the Whitehaven and Furness Junction Railway Company, and the Furness Railway Company, or any or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof; and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them; and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act. To enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company, as to the appointment of Directors, or otherwise, as may be prescribed by the said intended Act.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company to, from, or over the railways of the Furness Railway Company and the London and North-Western Railway Company, or either of them, and for ensuring all requisite or desirable

facilities for those purposes, and in default of agreement for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities, are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies or either of them are now authorized to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the last-mentioned Companies or either of them to enter into agreements for an interchange of traffic, and with reference to the working, maintaining, managing, and using the said intended lines of railway and works, or any or either of them.

To authorize the Company, their officers and servants, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, so much of the Lancaster, Carlisle, and Ingleton branch of the London and North Western Railway, as lies between the point of junction with that railway of the railway hereinbefore secondly described and the station at Sedbergh, and also to use all stations between those points (including the station at Sedbergh) booking offices, sidings, works, and conveniences thereof, upon such terms and conditions and under such payments and upon such conditions as shall be mutually agreed upon, or as, in case of dispute or in default of agreement, shall be determined by the Board of Trade. To alter, amend, extend, and enlarge, and, if need be, to repeal some powers and provisions of the following Acts relating to the London and North-Western Railway Company, viz., 1 Will. 4 cap. 51, 2 and 3 Vic. cap. 69, 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, 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; 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., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vic., caps. 77, 79 and 111; 24 and 25 Vic., caps. 28, 44, 60, 66, 110, 111, 123, 128, 130, 134, 208, 219 and 223; 25 and 26 Vic., caps. 55, 66, 86, 98, 104, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 103, 108, 110, 177, and 217; 27 and 28 Vic., caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309; the following Acts relating to the Whitehaven Junction Railway Company, viz., 7 and 8 Vic., cap. 64; 11 and 12 Vic., caps. 80 and 91; 17 and 18 Vic., cap. 24; 21 and 22 Vic., cap. 127; the following Acts relating to the Whitehaven and Furness Junction Railway, viz., 8 and 9 Vic., cap. 100; 9 and 10 Vic., cap. 320; 11 and 12 Vic., cap. 128; 16 and 17 Vic., cap. 171; 20 and 21 Vic., cap. 122; the following Acts relating to the Furness Railway Company, viz., 7 and 8 Vic., cap. 22; 9 and 10 Vic., cap. 279; 11 and 12 Vic., cap. 126; 16 and 17 Vic., cap. 150; 17 and 18 Vic., cap. 76; 18 and 19 Vic., cap. 173, and any other Acts relating to those Companies.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be

taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with published map with the lines of the intended railways delineated thereon, and a copy of this Notice, as published in the London Gazette, will be deposited on or before the 30th day of November inst. with the Clerk of the Peace for the county of Westmorland, at his office, in Appleby, in the said county; and that a copy of so much of the said plans and sections, and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this Notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited with the parish clerk of each such parish, at his place of abode, and in case of any such extra-parochial place, with the parish clerk of some adjoining parish, at his place of abode.

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 10th day of November, 1864.

*W. H. Shaw*, 3, Delahay Street, Westminster, Solicitor.

*Wyatt and Metcalfe*, 28, Parliament Street, Westminster, Parliamentary Agents.

#### Solway Junction Railway.

(Deviation; Relinquishment of Portion of Line; Levying of Tolls, Rates, and Duties; Powers to apply Capital, and create Preference Shares; Confirmation of Agreement with the North British Railway Company; Amendment of Acts; and other powers).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the following purposes, or some of them, that is to say:—

To enable the Solway Junction Railway Company (hereinafter called the Company) to divert a portion of the line of railway by "The Solway Junction Railway Act, 1864," authorised to be made, and therein described as Railway No. 1, and for that purpose to make and maintain the several railways hereinafter described, with all proper stations, works, and conveniences connected therewith, that is to say:—

**Railway No. 1.**—A railway wholly situate in the township of Holme East Waver, in the parish of Holme Cultram, otherwise Abbey Holme, in the county of Cumberland, commencing by a junction with the said authorised Railway No. 1 of the Company, in a plot of marsh land, the property of John Wills, and occupied by William Matthews, and which is distinguished on the plans deposited with the Clerk of the Peace for the county of Cumberland, with reference to "The Solway Junction Railway Act, 1864," as No. 91 in the said township and parish, and terminating by a junction with the Carlisle and Silloth Bay Railway, at a point 27 chains and 70 links, or thereabouts, west of the mile post thereon, which indicates 12 miles from Carlisle.

**Railway No. 2.**—A railway commencing in the township of Holme East Waver, in the said parish of Holme Cultram, otherwise Abbey Holme, by a junction with the intended Railway No. 1, in the occupation road which leads from Angerton to the Carlisle and Silloth Bay Railway, and is distinguished on the plans deposited with the Clerk of the Peace for the county of Cumberland, with

reference to "The Solway Junction Railway Act, 1864," by the number 76 in the same parish and township, the said junction being intended to be at a point in the said road 3 chains and 40 links, or thereabouts, west of the place where the brook, commonly known as Roddings Gutter, crosses the said road, and terminating in the township of Holme Abbey, in the same parish, at a point 60 links, or thereabouts, east of the south end of the bridge which carries the Carlisle and Silloth Bay Railway over the river Waver, which bridge is situate at about 8 chains and a quarter south of the mile post on the last-mentioned railway, indicating 16 miles from Carlisle, and which said intended Railway No. 2 is intended to be made from, in, through, or into the parishes, townships, townlands, and extra-parochial places of Holme Cultram, otherwise Abbey Holme, Holme East Waver, Holme Abbey, and Kirkbride, all in the county of Cumberland.

**Railway No. 3.**—A railway commencing by a junction with the intended Railway No. 2, in the said township of Holme Abbey, and parish of Holme Cultram, otherwise Abbey Holme, at the point above described as the point of termination of the intended Railway No. 2, and terminating in the township of Aspatria with Brayton, in the parish of Aspatria by a junction with the Maryport and Carlisle Railway at a point 16 chains and a half or thereabouts east or north-east of the Brayton station thereon, and which said intended railway No. 3 is intended to be made from, in, through, or into the parishes, townships, townlands, and extra-parochial places of Holme Cultram, otherwise Abbey Holme, Holme Abbey, Holme East Waver, Bromfield, Dundraw, Kelswick, and Wheyrigg, Blencogo, Langrigg with Mealrigg, Bromfield, Crookdake and Scales, Aspatria, and Aspatria with Brayton, all in the county of Cumberland.

**Railway No. 4.**—A railway wholly situate in the township of Holme Abbey, in the parish of Holme Cultram, otherwise Abbey Holme aforesaid, and commencing by a junction with the intended Railway No. 3 in a field, the property of Mr. Robert Losh, and occupied by Thomas Little, at a point 9 chains or thereabouts north of the junction of a mill stream, the property of Mr. Richard Jackson, with the river Waver, and 4 yards or thereabouts, from the west bank of the river Waver, and terminating by a junction with the Carlisle and Silloth Bay Railway at a point 12 chains and a-half or thereabouts, north-east of the Abbey Station thereon.

**Railway No. 5.**—A railway wholly situate in the parish of Bromfield, in the county of Cumberland, and commencing by a junction with the intended Railway No. 3, in the township of Langrigg with Mealrigg, in that parish, in a field in the occupation of Thomas Varty, distinguished on the plans deposited with the Clerk of the Peace for the county of Cumberland, with reference to the Solway Junction Railway Act, 1864, as No. 5 in the said township and parish, and terminating by a junction with the Maryport and Carlisle Railway in the township of Bromfield, Crookdake, and Scales in the same parish, at a point one chain or thereabouts, east of the quarter-mile post on that railway, indicating 10½ miles from Maryport.

To use, compulsorily or by agreement, the stations, sidings, platforms, water, watering places, machinery, works, and conveniences of the Maryport and Carlisle Railway Company at Brayton, and to run over, use, or work with the engines and carriages of the Company, and for all purposes, the railway of the said Maryport and Carlisle Railway Company, between the points of junction of the intended Railways Nos. 3 and 5 and the said Brayton Station, and that 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 by the said intended Act.

To authorise the Company to purchase by compulsion or agreement lands, houses, and other hereditaments for the purpose of the said intended railways, and to vary and extinguish all rights, privileges, and easements connected with or incident to such lands, houses, and hereditaments, and to confer other rights and privileges.

To authorise the Company to stop up, alter, or divert for the purposes of the said intended railways, turnpike and other roads, highways, tramways, streams, rivers, watercourses, and works within or adjoining the said several parishes, townships, townlands, or places, or any of them.

To authorise the Company to deviate in the construction of the proposed railways and works from the line and levels delineated on the plans and sections thereof, to be deposited as after-mentioned to the extent to be defined in the said plans and provided by the said Bill.

To authorise the Company to levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties.

To authorise the Company to abandon the formation of the whole of the railway by "The Solway Junction Railway Act, 1864," authorised to be made and therein distinguished as Railway No. 5, and also so much of the said authorised Railway No. 1, as was proposed to be situate between the above described point of commencement of the said intended Railway No. 1, and the above described termination of the said intended Railway No. 3.

To authorise the Company to apply the corporate funds of the Company for the purposes of the intended Act or any of them, and to attach a preference or priority in payment of interest or dividend to any class or portion of the shares of the Company.

To provide that the said proposed railway shall be deemed a part of the undertaking of the Company and shall be subject to the same provisions as the remainder of the railways of the Company, and as the intended railways would have been subject to if they had formed part of the undertaking authorised by "The Solway Junction Railway Act, 1864."

To substitute, as regards existing contracts, arrangements and provisions, the proposed railways for the railway and portion of railway proposed to be abandoned, and to confirm an agreement made between the Company and the North British Railway Company.

To incorporate in whole or in part "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," and any other acts or statutes which may be necessary or expedient for the purposes of the said intended undertaking.

For the purposes aforesaid, to repeal, alter, amend, extend, or enlarge some or any of the provisions of the local and personal Acts of Parliament following or some of them (that is to say): "The Solway Junction Railway Act, 1864," and as relating to the North British Railway Company, the Acts 14 and 15 Vic., cap. 55; and the provisions unrepealed of the Acts referred to in the schedule of that Act, 16 and 17 Vic., cap. 152; 18 and 19 Vic., cap. 127; 19 and 20 Vic., cap. 98; 20 and 21 Vic., caps. 91, 124, and 129; 21 and 22 Vic., caps. 65, 109, and 145; 22 and 23 Vic., caps.

14, 24, 83, and 96; 23 and 24 Vic., caps. 140, 145, 159, and 195; 24 and 25 Vic., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vic., caps. 47, 48, 49, 142, 181, and 189; and 26 and 27 Vic., caps. 194, 213, and 226: "The North British Railway (Abbey Holme and Leegate Branch) Act, 1864," and all other Acts relating to the North British Railway Company.

The Acts relating to the Maryport and Carlisle Railway Company passed on the 1st, the 6th and 7th, the 7th, the 14th and 15th, the 18th and 19th, and the 25th and 26th years of the reign of Her present Majesty, and all other Acts, if any, relating to the Maryport and Carlisle Railway Company.

The Acts relating to the Carlisle and Silloth Bay Railway and Dock Company passed in the 16th and 17th, the 18th and 19th, the 23d and 24th, and the 25th and 26th years of the reign of Her present Majesty, and any other Acts relating to the Carlisle and Silloth Bay Railway and Dock Company.

The Acts relating to the Port Carlisle Dock and Railway Company passed on the 16th and 17th, and the 23rd and 24th years of the reign of Her present Majesty, and any other Acts relating to the Port Carlisle Dock and Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the said intended railways and works, books of reference to such plans, published maps with the lines of the 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 Cumberland, at his office at Carlisle, in the same 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 in or through which the said intended railways 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, or in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at the usual place of abode of such clerks respectively.

Printed copies of the intended Act will, on or before the 23rd day of December, 1864, be deposited in the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1864.

*Charles Takourdin*, 1, Victoria-street,  
Westminster, Solicitor for the Bill.

*Dodds and Hendry*, 18, Abingdon-street,  
Westminster, Parliamentary Agents.

**Ely and Ogmores Valleys Junction Railway.**  
(Incorporation of Company; Railways from the Ely Valley Railway to the Ogmores Valley Railway; Traffic and other Arrangements with other Companies; Amendment of Acts.)

**NOTICE** 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 purposes (that is to say):

To incorporate a Company, and to enable such Company to construct and maintain the railways hereinafter described, or some of them, or some part or parts thereof, together with all proper stations, sidings, works and conveniences, roads and approaches, connected therewith (that is to say):

1. A railway, herein designated Railway No. 1, commencing in the parish of Llantrissant, in the county of Glamorgan, by a junction with the Gellyrhaidd Branch of the Ely Valley Railway, near the junction therewith of the Ely Valley Extension Railway, and terminating in the parish

of Llangeinor, in the same county, by a junction with the Ogmore Valley Railway, at a point about 3 furlongs northward of the bridge over the River Ogwr, called Frith Waun Bridge, and which said intended railway will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.: Llantrissant, Trane, Coychurch, Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, and Llangeinor, all in the county of Glamorgan.

2. A railway, commencing by a junction with the intended Railway No. 1 in the said parish of Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, at a point thereon near the National School House, on the southern part of a certain enclosure called Graig Totilonddu, and terminating by a junction with the Ogmore Valley Railway, in the parish of Llangeinor, about 4 furlongs northward of the Farm House and premises called Ynys-glas-uchaf, and which said intended railway will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.: Llandyfodwg, otherwise Eglwys-Glyn-Ogwr, Coychurch, and Llangeinor, all in the county of Glamorgan.

To authorise the purchasing, by compulsion or agreement, of lands, buildings, and hereditaments, for the purposes of the proposed undertaking.

To authorise the altering, diverting, or stopping up of all turnpike or other roads, highways, streets, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, or other places, or any of them with which it may be necessary to interfere in the construction of the intended works.

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

And notice is hereby given, that plans and sections of the said intended railways and works, and of the lands and buildings so proposed to be purchased and taken as aforesaid, together with books of reference to such plans, and also a copy of this notice as published in the London Gazette, together with a published map with the lines of railways delineated thereon, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that 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, 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 the adjoining parish, at his residence; and a copy of the said Gazette Notice will also be deposited with each of the said parish clerks.

It is also proposed by the said intended Act, to authorise the levying of tolls, rates, duties, and other charges for, and in respect of, the use of the intended railways and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates, duties, and charges.

And to enable the intended Company on the one hand, and the Great Western Railway Company, the Ely Valley Extension Railway Company, the Ogmore Valley Railway Company, and the Llynvi Valley Railway Company, or any or either of them, on the other hand, to enter into and carry into effect arrangements and agreements for or with respect to the execution and maintenance, working,

use, and management of the intended railways and works, and for and with respect to the conduct and working, transmission, interchange, accommodation, and conveyance, collection, forwarding, and delivery of traffic passing over and upon the railways or parts thereof of the Companies parties to such agreements, and with respect to the tolls, charges, or other sum or sums of money to be paid for or in respect of the use of such railways or of the traffic thereon, and with respect to the apportionment between them of tolls and charges received in respect of such traffic.

And the said Bill will also alter, amend, and enlarge, so far as necessary, the powers and provisions of the following Acts (local and personal), or any of them, (that is to say) Acts relating to the Great Western Railway Company, and their undertakings, viz.:—5 and 6 William 4, cap. 107; 26 and 27 Victoria, caps. 113 and 198, and any other Act or Acts relating to that Company; Acts relating to the Ely Valley Extension Railway Company, and their undertaking, viz.:—26 and 27 Victoria, cap. 119, and any other Act or Acts relating to that Company; Acts relating to the Ogmore Valley Railway Company, and their undertaking, viz.:—26 and 27 Victoria, cap. 139, and any other Act or Acts relating to that Company; and Acts relating to the Llynvi Valley Railway Company, and their undertaking, viz.:—The Llynvi Valley Railway Act, 1855, and any other Act or Acts relating to that Company.

And notice is hereby also given, that copies of the said 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 the 9th day of November, 1864.

#### Great Western Railway.

##### (Additional Powers).

(New Railways at Stroud, Hereford, Bristol, Acton, Llwynennion, Bryn-yr-owen, and Swansea. Alteration of Levels of Great Western Railway in the Parishes of Paddington and Kensington. Additional Lands at Slough, Ealing, Kensington, Pontypool Road, Malvern Wells, and Wellington; at Junction with North and South Western Junction Railway; at Windsor, Oxford, Pangbourne, and Bray. Extension of Time for sale of surplus Lands, and for construction of Railways at Kidderminster and at Hatton. Abandonment of portion of Railway near Oxford, and of the Mangotsfield Tramroad. Agreements with Midland, London and South Western, and South Eastern Railway Companies. Conversion of Chester Guaranteed Stock or Shares, and Birmingham Guaranteed Stock or Shares. Alteration of, and further Agreements with the Wenlock and Much Wenlock Railway Companies. Agreements with London and North-Western Railway Company. Lease or Transfer of the Bridport, Great Western and Brentford, and Wycombe Railways. Arrangements with the Metropolitan Railway Company, and powers over their authorised Railways. Power to lease Land at Birmingham. Water Supply at Swindon. Additional Capital and Amendment of Acts.)

NOTICE 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 purposes (that is to say):

To enable the Great Western Railway Company to make and maintain the railways hereinafter mentioned, together with all necessary stations, approaches, roads, works, and conveniences connected therewith (that is to say):

A railway, commencing by a junction with the

authorised line of the Stonehouse and Nailsworth Railway, at a point about 110 yards north-west of the north-west side of the turnpike-road leading from Stanleys End to Dudbridge, and terminating in the parish of Stroud, in the county of Gloucester, by a junction with the Great Western Railway at or near a point distant 165 yards or thereabouts, west from the mile post on that railway, denoting 102 $\frac{1}{4}$  miles from London, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial, and other places following, or some of them; (that is to say), Kingstanley, Selsley, Dudbridge, Rodborough, Stonehouse, Cainscross, Randwick, Bisley, and Stroud, all in the county of Gloucester.

A railway, commencing by a junction with the said intended railway last above described, in the parish of Stonehouse, in the county of Gloucester, in an orchard belonging to Samuel Phipps, and in the occupation of Richard Hill, near to the public road leading from Randwick to Cainscross, and about 200 yards south of the bridge which carries the said public road over the Great Western Railway (known as Randwick Road Bridge), and terminating in the parish of Stroud, in the county of Gloucester, by a junction with the Great Western Railway, at or near a point distant 165 yards west from the mile post on that railway, denoting 102 $\frac{1}{4}$  miles from London, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial and other places following, or some of them, (that is to say,) Stonehouse, Randwick, Bisley and Stroud, all in the county of Gloucester.

A railway, commencing by a junction with the first mentioned said intended railway, in the said parish of Stonehouse, at a point 60 yards or thereabouts, westward of the point where the public footway called Hilly Orchard, leading from the Cainscross Road to Dudbridge crosses the Stroud-water Canal, and terminating by a junction with the authorised line of the Stonehouse and Nailsworth Railway, in the parish of Kingstanley, in the field numbered 15, in the said parish of Kingstanley, on the parliamentary plans of the said Stonehouse and Nailsworth Railway, deposited with the Clerk of the Peace for the county of Gloucester, in November, 1862; at or near the distance of 2 miles 3 furlongs, as marked and measured on the said parliamentary plans, and which said intended railway will pass from, in, through, or into, or be situate within the parishes, townships, extra-parochial and other places following, or some of them, (that is to say), Stonehouse, Dudbridge, Selsley and Kingstanley, all in the county of Gloucester.

A railway, commencing in the parish of St. John the Baptist, Hereford, by a junction with the Shrewsbury and Hereford Railway, near to and southward of the narrow gauge engine house at Barr's Court station, and terminating in the parish of Holmer, by a junction with the Newport, Abergavenny, and Hereford Line of the Great Western Railway, near the bridge which carries the public road from Hereford to Leominster over that line at Widemarsh, and which said intended railway will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places of St. John the Baptist, All Saints, St. Peter, Hereford, and Holmer, all in the county of Hereford.

A railway commencing in the parish of St. George, by a junction with the Great Western Railway at a point 100 yards or thereabouts eastward of the mile post on that railway, denoting 117 $\frac{1}{4}$  miles from London, and terminating in the parish of St. Philip and Jacob out, by a junction

with the Bristol and South Wales Union Railway at Barton Hill, at a point 40 chains or thereabouts, northward of the junction of the last-named railway with the Great Western Railway, which said railway will be situate in the parishes of St. George, in the county of Gloucester, and St. Philip and Jacob out, in the city and county of the city of Bristol.

A railway commencing in the parish of Acton by a junction with the Great Western Railway, about 100 yards eastward of the mile post on the Great Western Railway, denoting 4 $\frac{1}{2}$  miles from London, and terminating in the same parish by a junction with the North and South Western Junction Railway, about 200 yards north-east of the bridge which carries the North and South Western Junction Railway over the Great Western Railway, and which said intended railway will be wholly situate in the parish of Acton, in the county of Middlesex.

A railway commencing in the parish of Ruabon, by a junction with the Shrewsbury and Chester Line of the Great Western Railway, at or near the point where the Ponkey (or Gardden) Branch Railway at present joins the said Shrewsbury and Chester Line, and terminating at or near the Llwynennion Brick and Tile Works, in the parish of Wrexham, in the county of Denbigh, aforesaid; and which said intended railway will pass from, in, through, or into, the several parishes, townships, or extra-parochial and other places of Bodyllton, Morton Anglicorum, Morton Allicorum, Dynhynlle issa, Dynhynlle ucha, Rhos, Rhos-llanerchrugog, Esclusham above, Esclusham below, and the parishes of Ruabon and Wrexham, all in the county of Denbigh.

A railway commencing in the parish of Ruabon, in the county of Denbigh, by a junction with the last-mentioned intended railway at the point where the present Bryn-yr-owen Branch Colliery Railway leaves the present Llwynennion Branch Railway, 10 yards or thereabouts north of a point where the last-mentioned intended railway intersects the highway from Aberdyfyn to the Rhos, and terminating in a field occupied by Owen Williams, the property of Simon Yorke, Esquire, 9 chains or thereabouts north of the coke ovens at the Bryn-yr-owen colliery, in the parish of Wrexham, and county of Denbigh, and which intended railway will pass from, in, through, or into the several parishes, townships, or extra-parochial or other places of Esclusham above, Esclusham below, Morton Anglicorum, Morton Allicorum, Ruabon, and Wrexham, all in the county of Denbigh.

A railway commencing in the parish of Swansea Higher, by a junction with the siding at the north-west end of the Cwmbwrla Tunnel, on the South Wales Line of the Great Western Railway, and terminating at the Worcester Pit of the Worcester Colliery, in the same parish, and which said intended railway will be wholly situate in the parish of Swansea Higher, in the county of Glamorgan.

To alter the levels and works of certain lines of rails on that part of the Great Western Railway which lies between a point in the parish of Kensington, otherwise Saint Mary Abbots, Kensington, near the mile post on the Great Western Railway, denoting 1 $\frac{1}{4}$  miles from London, and a point in the parish of Paddington, about 140 yards eastward of the broad gauge engine house on the Great Western Railway, and to lay down on the said railway, between the same points, additional lines of railway, and which said alteration of levels, new lines, and works will pass from, in, through, or into the several parishes, townships, and other places following, or some of them, viz.: Kensington, otherwise Saint Mary Abbots, Kensington and Paddington, in the county of Middlesex.



To enable the Great Western Railway Company to purchase by agreement or compulsion, lands, houses, and buildings for the purposes of the said intended railways and works; and also for the general purposes of their undertaking, certain other lands, houses, and buildings, in the parish of Upton, in the county of Buckingham, on the north side of, and parallel to the main line of the Great Western Railway, and bounded on the east by the goods shed and land of the Great Western Railway Company at the Slough Station, and on the west by the road leading from Upton and Slough to Stoke Poges; and certain other lands, houses, and buildings, in the parishes of Acton and Ealing, in the county of Middlesex, on the north side of, and parallel to, the main line of the Great Western Railway, and about 2 chains in width, and extending from the mile post on the Great Western Railway denoting  $4\frac{1}{2}$  miles from London, to the mile post on the said railway denoting  $6\frac{1}{2}$  miles from London, and certain other lands, houses, and buildings in the parish of Kensington, otherwise Saint Mary Abbots, Kensington, in the county of Middlesex, on the south side of, and parallel to, the main line of the Great Western Railway, and about 1 chain in width, and extending for a distance of 45 chains or thereabouts westward of the bridge which carries the road from Portobello to Kensal New Town, over the said Great Western Railway, and certain other lands, houses, and buildings in the parishes of Llanfihangel, Pont-y-Moyle, Panteague, otherwise Panttêg, and Llanvrechva, or Llanfrechfa, on both sides of, and adjoining and parallel with, the Newport, Abergavenny and Hereford Line of the Great Western Railway Company, and extending from the junction of the said Newport, Abergavenny, and Hereford Line with the Eastern Valleys Line of the Monmouthshire Railway and Canal Company, to a point 600 yards or thereabouts, on the said Newport, Abergavenny, and Hereford Line, north-east of the Great Western Railway Company's passenger station at Pontypool Road, all in the county of Monmouth, and certain other lands, houses, and buildings in the parishes of Great Malvern and Hanley Castle, in the county of Worcester, on the east and west sides of and adjoining and parallel to the Worcester and Hereford Line of the Great Western Railway, and extending from the Great Western Railway Company's passenger station at Malvern Wells, to a point, 5 furlongs or thereabouts, on the said Worcester and Hereford Line, north of the said passenger station; and certain other lands, houses and buildings, in the parish of Wellington, in the county of Salop, on the north side of, and parallel to, the joint line of railway between Shrewsbury and Wellington, and between the junction of the Wellington and Drayton Railway with that railway, authorised by the Wellington and Drayton Railway Act, 1864; and a certain point, about 100 yards westward of the goods shed of the London and North Western Railway Company, on the north side of the said joint line of railway between Shrewsbury and Wellington, and certain other lands, houses and buildings in the parishes of Acton and Hammersmith, in the county of Middlesex, on the south side of and parallel to the main line of the Great Western Railway, and extending from the mile post on the said railway, denoting  $2\frac{3}{4}$  miles from London to the bridge which carries the North and South Western Junction Railway over the said Great Western Railway; and certain other lands, houses and buildings in the parish of New Windsor, in the county of Berks, bounded on the east by High Street, Windsor; on the north by the approach to the station of the Great Western Railway Company at Windsor, and on the west by certain buildings belonging to the Great Western Railway Company; and certain other

lands, houses and buildings in the parish of St. Thomas, in the city and county of Oxford, on the east side of and parallel to the Great Western Railway, and extending from the bridge over the River Isis, near the mile post on that railway, denoting  $62\frac{3}{4}$  miles from London, to the turnpike road near the passenger station on the Great Western Railway at Oxford, and certain other lands, houses and buildings in the parish of Pangbourne, in the county of Berks, on the north side of, and adjoining and parallel to the Great Western Railway, and situate between such railway and the turnpike road from Reading to Oxford; and also certain lands, houses and buildings in the parish of Bray, in the county of Berks, on the north and south sides of, and adjoining and parallel to the Great Western Railway, and extending from the mile post on the Great Western Railway, denoting  $23\frac{3}{4}$  miles from London, to the mile post on the same railway denoting  $24\frac{1}{2}$  miles from London.

To vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof, for the purposes of the Great Western Railway Company, and to confer other rights and privileges.

And to authorise the alteration, diversion, widening, crossing, or stopping up of all turnpike and other roads, bridges, footpaths, railways, tramways, aqueducts, canals, streams, and rivers, adjoining to the aforesaid lands and buildings, with which it may be necessary to interfere in the conversion and use of those lands and buildings:

And notice is hereby given, that maps, plans, and sections, showing the railways and works proposed to be authorised by the said intended Act, and also showing the lands proposed to be purchased or taken under the powers of the intended Act, together with the books of reference to such plans, and also a copy of this notice as published in the London Gazette, will be deposited, on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury; with the Clerk of the Peace for the county of Berks, at his office in Abingdon; with the Clerk of the Peace for the county of Oxford, at his office in Oxford; with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; with the Clerk of the Peace for the city and county of the city of Bristol, at his office in Bristol; with the Clerk of the Peace for the county of Hereford, at his office in Hereford; with the Clerk of the Peace for the county of Worcester, at his office in Worcester; with the Clerk of the Peace for the county of Monmouth, at his office in Newport; and with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that a copy of so much of the said plans and sections, and books of reference, as relates to each of the before-mentioned parishes, and also a copy of the said Gazette Notice, will be deposited on or before the said 30th day of November, in the case of the parish of Kensington, or Saint Mary Abbots, Kensington, with the vestry clerk of that parish, at his office in Kensington; and in the case of the parish of Paddington, with the vestry clerk of that parish at his office in Paddington; and in the case of the parish of Hammersmith, with the clerk of the Fulham and Hammersmith District Board of Works at his office in Hammersmith; and in the case of the



several other 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 an adjoining parish, at his residence.

And it is also proposed by the said intended Act to authorise the levying of tolls, rates, duties and other charges for and in respect of the use of the said intended railways respectively, and other works, and the conveniences and accommodation connected therewith; and to grant exemptions from such tolls, rates, and duties.

To extend the time for the sale by the Great Western Railway Company, of all or any lands acquired or held by them, which are not, or eventually may not be required for the purposes of their undertaking, and to confer further powers on the said Company with relation thereto.

To extend the time for the sale of all or any lands connected with the Birkenhead Railway, which are not or may not eventually be required for the purposes of that undertaking, and to confer further powers in relation thereto.

To extend the time for the construction of the railway at Kidderminster, authorised to be constructed by the West Midland and Severn Valley Companies' Act, 1861; and to confer further powers on the Severn Valley Railway Company and the Great Western Railway Company, with reference to the construction of the said railway.

To extend the time for the construction of the railway from the Birmingham and Oxford Line of the Great Western Railway Company, to the Stratford-upon-Avon Railway, in the parish of Hatton, in the county of Warwick, authorised by the Great Western Railway (Additional Powers) Act, 1862, and to confer further powers on the Great Western Railway Company with reference to the construction of the said railway.

To authorise the Great Western Railway Company to abandon and relinquish that portion of their railway near Oxford which extends from near the mile post on the Oxford Branch of the Great Western Railway denoting  $61\frac{3}{4}$  miles from London, to and inclusive of the goods station and land at or near the River Isis, in the parish of North Hinksey, and to sell and dispose of the same, and the lands and buildings connected therewith, and which portion of railway so to be abandoned is situate in the parishes of South Hinksey and North Hinksey, in the county of Berks, and liberty of Grand Pont, Saint Aldate, in the county of Oxford.

To authorise the Great Western Railway Company to lease, sell, abandon, or relinquish the whole or any part of a tramway, or any lands, houses, buildings, or works belonging thereto and adjoining, or in connection therewith, or any tramway branches therefrom, commencing at Mangotsfield, in the parish of Siston, in the county of Gloucester, and terminating at the River Avon, at Bitton, in the same county, and to enable the Great Western Railway Company and the Midland Railway Company to enter into agreements for the sale or lease of the whole or any part of such tramways, lands, buildings, houses, or works, or otherwise in relation thereto.

To authorise the Great Western Railway Company, and the Midland Railway Company, to enter into contracts and agreements with reference to the construction, adaptation, and use of a joint station or stations at Worcester and at Gloucester respectively, and for the maintenance, management and use of the said joint stations respectively, and the payments to be made either annually or otherwise by each of the said Companies for and in respect of each of the said joint stations, and for the appointment of a joint committee, and for the settlement of disputes and the appropriation of any part of the said joint stations respectively, to the purposes of either of the said Companies.

To authorise the Great Western Railway Company on the one hand, and the South Eastern Railway Company and the London and South Western Railway Company, or either of them, on the other hand, to enter into contracts and agreements with reference to the construction, adaptation, and use of a joint station at Reading, and for the maintenance, management, and use of the said joint station, and the payments, either annually or otherwise, by each of the Companies, parties to the agreement for and in respect of the said joint station, and for the appointment of a joint committee, and for the settlement of disputes, and the appropriation of any part of the said joint station to the purposes of either of the Companies, parties to such agreement.

To authorise the conversion of the Chester guaranteed shares or stock, and the Birmingham guaranteed shares or stock, and of the contingent rights and privileges attaching thereto, by virtue of the provisions of "The Great Western, Birmingham and Chester Railways Act, 1854," into shares or stock of such amount, and carrying such fixed and preferable rates of dividend, and with such rights and privileges attached thereto respectively, as may have been or may be agreed upon between the Company and the holders of the said Chester guaranteed shares or stock and the Birmingham guaranteed shares or stock respectively, or as shall be fixed by the said intended Act.

To authorise the alteration and amendment of a certain agreement, dated 24th March, 1864, and made between the Great Western Railway Company and the Wenlock and Much Wenlock and Severn Junction Railway Companies, and to extend the said agreement, when so altered, either for a further term of years, or in perpetuity, and to confer upon the said Companies further powers with reference to agreements between them.

To empower the Great Western Railway Company to concur with the London and North Western Railway Company in the purchase of, or acquisition of the undertaking of the Shrewsbury and Welchpool Railway Company, and to become joint owners thereof, and to contribute towards the consideration money paid or to be paid, in respect of such purchase.

To authorise a lease or transfer to the Company of the undertakings of the Bridport Railway Company, the Great Western and Brentford Railway Company, and the Wycombe Railway Company, or any of them. And to enable the Company and those Companies respectively, to enter into agreements or arrangements with respect thereto, and to confirm any lease or agreement entered into prior to the passing of the said Act, and to confer on the Great Western Railway Company all the powers, whether with reference to the levying of tolls, rates and charges, or otherwise, vested in the said respective Companies, or any of them; and if need be to dissolve the said Companies or some or one of them.

To enable the Great Western Railway Company to run over with their own engines, carriages, officers and servants, all or some parts of the authorized railways of the Metropolitan Railway Company, on such terms and conditions, and on payment of such rates, tolls, charges, or other consideration as may be fixed by or under the provisions of the intended Act; or as may be agreed upon between the Companies respectively.

To authorise the Great Western Railway Company to grant, and the Birmingham Great Western Hotel Company (Limited) to accept a lease, in perpetuity, or for such shorter period, as may be agreed on, of certain lands adjoining the passenger station of the Great Western Railway Company at Birmingham, and to enable those two

Companies to make agreements for or in respect of such lease, and to confirm any such lease or agreement.

To enable the Great Western Railway Company, and the New Swindon and Old Swindon Local Boards of Health, or other corporations or persons, to enter into arrangements and agreements for and with respect to the supply of water to the said Company at Swindon, and to their houses and other property there, on such terms as may be agreed upon, and either by annual payments, or by a contribution towards the cost of any works that may be required for and in respect of such supply of water, or otherwise.

And to enable the Great Western Railway Company to apply to the purposes of the intended Act, or some of them, such portion of their corporate funds as they shall think expedient; and to raise for such purposes, and for the general purposes of their undertaking, additional capital by the creation of shares or stock, with or without a preference or priority in payment of dividends, and by mortgage or borrowing, or otherwise.

And also, if need be, to alter, amend and extend all or some of the powers and provisions of the several Acts (local and personal) following, or some of them (that is to say)—Acts relating to the Great Western Railway Company and their undertaking, 5 and 6 William IV., cap. 107; 6 William IV., caps. 36, 38, 77, and 79; 1 Victoria, caps. 91 and 92 (1837), and 24 and 26 (1838); 2 Victoria, cap. 27; 3 Victoria, cap. 47; 3 and 4 Victoria, cap. 105; 4 and 5 Victoria, cap. 41; 5 Victoria (Session 2), cap. 28; 6 Victoria, cap. 10; 7 Victoria, cap. 3; 7 and 8 Victoria, caps. 68 and 99; 8 and 9 Victoria, caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Victoria, cap. 14; 9 and 10 Victoria, caps. 166, 181, 236, 239, 240, 250, 251, 274, 275, 278, 300, 303, 307, 313, 315, 326, 328, 335, 337, 338, 369, 383, and 402; 10 and 11 Victoria, caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Victoria, caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Victoria, cap. 55; 13 Victoria, caps. 6 and 7; 13 and 14 Victoria, caps. 44, 98, and 110; 14 and 15 Victoria, caps. 22, 43, 52, 53, 74, 81, and 131; 15 and 16 Victoria, caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Victoria, caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, and 227; 17 and 18 Victoria, caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Victoria, caps. 11, 59, and 69; 18 and 19 Victoria, caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Victoria, caps. 111, 126, and 137; 20 and 21 Victoria, caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Victoria, caps. 90, 123, 126, 139, 142, and 146; 22 Victoria, cap. 13; 22 and 23 Victoria, caps. 1, 17, 22, 40, 46, 59, 64, 76, 81, 84, 105, 120, 134, and 138; 23 Victoria, cap. 76; 23 and 24 Victoria, caps. 69, 72, 76, 82, 94, 127, and 128; 24 Victoria, caps. 32 and 36; 24 and 25 Victoria, caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Victoria, caps. 14, 56, 58, 71, 109, 110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; and 26 and 27 Victoria, caps. 113, 127, 136, 151, and 198; and 27 and 28 Victoria, caps. 76 and 306; also, 33 George III., cap. 112; 35 George III., cap. 72; 39 George III., cap. 60; 49 George III., cap. 42; 55 George III., cap. 30; 57 George III., cap. 15; 1 and 2 George IV., caps. 61 and 63; 6 George IV., cap. 168; 7 George IV., cap. 53; and 3 William IV., cap. 70; and any other Acts relating to the Company: Acts relating to the Midland Railway Company, viz.:—7 and 8 Victoria, caps. 18 and 59; 8 and 9 Victoria, caps. 38, 49, 56, 90, and 181; 9 and 10 Victoria, caps. 51, 102, 156, 157, 163, 203,

243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Victoria, caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Victoria, caps. 21, 88, and 131; 14 and 15 Victoria, caps. 57, 88, and 113; 16 Victoria, cap. 33; 16 and 17 Victoria, cap. 108; 19 and 20 Victoria, cap. 54; 22 and 23 Victoria, caps. 40, 130, and 136; 23 and 24 Victoria, caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Victoria, caps. 57, 106, and 139; 25 and 26 Victoria, caps. 81, 90, 91, and 178; 26 and 27 Victoria, caps. 74, 82, 182, and 183; and 27 and 28 Victoria, caps. 164, 230, 231, and 245; and any other Acts relating to the Company: Acts relating to the London and South Western Railway Company, viz.:—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. 80, 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. 177 and 188; 19 and 20 Victoria, cap. 120; 20 and 21 Victoria, caps. 18, 72, 121, and 136; 21 and 22 Victoria, caps. 56, 58, 67, 89, and 101; 22 Victoria, cap. 3; 22 and 23 Victoria, caps. 31, 41, 81, 95, and 134; 23 and 24 Victoria, caps. 92, 103, 158, and 185; 25 and 26 Victoria, cap. 42; 26 and 27 Victoria, caps. 90, 109; and 27 and 28 Victoria, caps. 98, 99, 112 and 311; and any other Acts relating to the Company: Acts relating to the South Eastern Railway Company, viz.:—6 William IV., cap. 75; 1 Victoria, cap. 93; 2 Victoria, cap. 42; 2 and 3 Victoria, cap. 79; 3 Victoria, cap. 46; 5 Victoria, Sess. 2, cap. 3; 6 and 7 Victoria, caps. 51, 52, and 62; 7 Victoria, cap. 25; 7 and 8 Victoria, caps. 69 and 91; 8 and 9 Victoria, caps. 167, 186, 197, and 200; 9 Victoria, caps. 55, 56, and 64; 9 and 10 Victoria, caps. 305 and 399; 10 and 11 Victoria, caps. 104 and 230; 13 and 14 Victoria, cap. 31; 15 and 16 Victoria, cap. 103; 16 and 17 Victoria, caps. 116, 121, 130, and 156; 18 and 19 Victoria, cap. 16; 20 and 21 Victoria, cap. 155; 22 and 23 Victoria, cap. 35; 24 Victoria, cap. 12; 24 and 25 Victoria, cap. 191; 25 and 26 Victoria, cap. 96; 26 and 27 Victoria, cap. 115; 27 and 28 Victoria, caps. 98, 99, and 311; and any other Acts relating to the Company: Acts relating to the Wenlock Railway Company, viz.:—"Wenlock Railway Act, 1861;" and the "Wenlock Railway Companies Act, 1864;" and any other Acts relating to the Company. Acts relating to the Birkenhead Railway Company, viz., 15 and 16 Victoria, cap. 167; 22 and 23 Victoria, cap. 74; 24 and 25 Victoria, cap. 134, and 25 and 26 Victoria, cap. 148, and any other Acts relating to the Company. Acts relating to the Great Western and Brentford Railway Company, viz., 18 and 19 Victoria, cap. 191; 20 and 21 Victoria, cap. 13; 22 Victoria, cap. 13, and any other Acts relating to the Company. Acts relating to the Wycombe Railway Company, viz., 9 and 10 Victoria, cap. 236; 15 and 16 Victoria, cap. 147; 20 and 21 Victoria, cap. 158; 24 and 25 Victoria, cap. 87; 25 Victoria, cap. 5, and any other Acts relating to the Company. Acts relating to the Shrewsbury and Welchpool Railway, viz., "The Shrewsbury and Welchpool Railway Act, 1856;" "The Shrewsbury and Welchpool Railway Act, 1858;" "The Shrewsbury and Welchpool Railway Act, 1860;" "The Shrewsbury and Welchpool Railway Act, 1861;" "The Shrewsbury and

Welchpool Railway (Capital) Act, 1863," and 27 and 28 Victoria, cap. 196, and any other Acts relating to the Company. Acts relating to the Much Wenlock and Severn Junction Railway Company, viz., "Much Wenlock and Severn Junction Railway Act, 1859," and "Much Wenlock and Severn Junction Railway Act, 1862," and "The Wenlock Railway Companies' Act, 1864," and any other Acts relating to the Company. Acts relating to the Severn Valley Railway Company, viz., "The Severn Valley Railway Act, 1855," "The Severn Valley Railway Act, 1856," "The Severn Valley Railway Act, 1858," "The Severn Valley Railway (Leasing) Act, 1860," and "The Severn Valley Railway Act, 1864," and any other Acts relating to the Company. Acts relating to the Bridport Railway Company, viz.:—18 Victoria, cap. 11; and 22 and 23 Victoria, cap. 120, and any other Acts relating to the Company. Acts relating to the Metropolitan Railway Company, viz., 16 and 17 Victoria, cap. 186; 17 and 18 Victoria, cap. 221; 18 and 19 Victoria, cap. 102; 19 and 20 Victoria, cap. 109; 20 and 21 Victoria, cap. 125; 22 and 23 Victoria, cap. 97; 23 and 24 Victoria, caps. 58 and 168; 24 and 25 Victoria, caps. 133 and 233; 25 and 26 Victoria, cap. 58; 26 and 27 Victoria, cap. 165; 27 and 28 Victoria, caps. 231, 260, 291, and 315, and any other Acts relating to the Company.

And Notice is hereby also 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 Ninth day of November, 1864.

*Young, Maples, Teesdale, and Young,*  
Solicitors, Paddington Station.

#### North British Railway.

##### Edinburgh Station and Market.

(Confirmation of Mr. Moir's Decree-Arbitral and Provisions in reference thereto; Special Powers for carrying into effect the Contents thereof, with Alterations; Powers for North British Railway Company and Corporation of Edinburgh to make Agreements for avoiding Construction of Foot-path Bridge, &c., and for Purchase by Company of the Market Site; Stopping up, &c., Streets, Roads, &c.; Buildings at Waverley Bridge Station; Extinguishing Rights of Way and other Rights, &c.; 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 confirm, with such alterations as may be provided for or prescribed in the said Act, a decree-arbitral or award of George Moir, Esquire, made upon a reference to arbitration by the Lord Provost, Magistrates, and Council of the city of Edinburgh, and the North British Railway Company, under or by virtue of certain provisions contained in "The North British Railway (Stations) Act, 1860," with respect to the removal of the fruit and vegetable market in the said city, and the acquisition of lands by the said Company for the enlargement of their station there; or otherwise to authorise and provide for the carrying into effect, with such alterations as aforesaid, of the several matters required to be done under or by virtue of such decree, arbitral, or award, without let or hindrance; and to confer upon the Company all such powers and authorities, and repeal and remove all such provisions and restrictions as do or may operate to prevent the said decree,

arbitral, or award, or the requirements thereof, being carried into effect.

And it is proposed by the intended Act to authorise the Company, without let or hindrance, to take and enter upon and into possession of the road, lands, and buildings mentioned or referred to in the said decree arbitral as constituting the site of the intended addition to the said market, and to appropriate and adapt the same to the purposes of such market, which said road, lands, and buildings are bounded as follows, viz. (first), the portion thereof to the east of the present markets, on the north by an imaginary line commencing at a point on the line of the east wall of the present markets, 10 yards or thereby south of the south corner of the west abutment of the bridge carrying the North British Railway over the road leading from Canal-street to Old Physic-gardens, and running in an easterly direction till it meets the southmost rail of the southmost line of rails in the West Coal Dépôt of the Company at the Edinburgh Station, and thence along the said southmost line of rails till it comes to a point 52 yards or thereby east of the westmost boundary wall of the said coal dépôt; on the east by an imaginary line commencing at the last-mentioned point, and running in a south-easterly direction to the north wall of the street called Old Physic-gardens, at a point 43 yards or thereby, measured along the said wall, in a westerly direction, from Leith Wynd; on the south by the north side of Old Physic-gardens; and on the west by the east wall of the present markets. And second, the portion thereof to the south of the western half of the present markets; on the north by the south wall of the present markets; on the east by the North Bridge; on the south by the street or road leading from Market-street to Old Physic-gardens; and on the west by a wall bounding in that direction the property of the Company and the Edinburgh and Glasgow Railway Company, and extending from the south-west corner of the present markets into Market-street, and are situate in the parishes and Royal burgh of Trinity College, High Church, and Edinburgh, or some of them, in the county of Edinburgh, and in the county of the city of Edinburgh.

And it is proposed by the intended Act to authorise the Company to construct a footpath bridge and footpath over the existing fruit and vegetable markets at Edinburgh, between the public footpath and stairs at the north-east side of the North Bridge and the Physic-gardens, as shown upon the plan hereinafter mentioned; and for that purpose forthwith, without let or hindrance, to enter upon the said markets and elsewhere, and construct such works, and do all such acts in and upon the site and soil thereof as may be necessary to make and complete the said footpath bridge and footpath with all reasonable dispatch.

And it is proposed by the intended Act to authorise the Company forthwith, or so soon as they shall have constructed the said addition to the markets, and the said footpath bridge and footpath, or have agreed with said Lord Provost, magistrates, and council for the abandonment of the construction of the said footpath bridge and footpath, as hereinafter mentioned, or at such other time as may be mentioned or provided for in the said Act, without let or hindrance to take and enter upon that part of the said markets, in the parishes and Royal burgh of High Church, Trinity College, and Edinburgh, in the county of Edinburgh, and county of the city of Edinburgh, which adjoins the railway station on the south, and is bounded on the south by an imaginary

line commencing at a point on the west boundary wall of the present markets, 11 yards or thereby south of the north-west corner of the said markets, and running in an easterly direction to a point on the line of the east wall of the present markets 10 yards or thereby south of the south corner of the west abutment of the bridge carrying the North British Railway over the road leading from Canal-street to Old Physic-gardens; on the north by the railway station; on the west by the west wall of the present markets; and on the east by the street or road leading from Canal-street to Old Physic-gardens; and to enclose the site thereof, and convert the same to the purposes of their railway station, and to have, hold, use, and enjoy the same as the owners and proprietors thereof.

And it is proposed by the intended Act to authorise the Company, by agreement with the said Lord Provost, magistrates, and council, and upon such terms and conditions as may be mutually agreed upon between them, to forego and abandon the construction of the said footpath bridge and footpath; and also to purchase, and for the said Lord Provost, magistrates, and council to sell to the Company all or any part of the site of the said fruit and vegetable markets, and the proposed addition thereto, for the further enlargement of the said railway station.

And it is proposed by the intended Act to stop up so much of Canal-street, and the road or street leading therefrom to the Old Physic-gardens, in the parishes and Royal burgh of High Church, St. Andrews, and Trinity College and Edinburgh, in the county of Edinburgh, and county of the city of Edinburgh, or some of them, as lies between the east side of the site of East Canal-street and the Physic-gardens, and to vest the same, and the site and soil thereof, or of so much thereof as will not be required for the said addition to the markets, in the Company, for the purposes of their station; or otherwise to remove all impediments, of whatever description, to the same being so vested under the powers of their existing Acts, and any proceedings taken thereunder; and to stop up all other streets, roads, paths, or passages upon or over the part of the markets to be appropriated to the said station, and to stop up, alter, or divert, temporarily or permanently, all other roads, paths, and passages, and all streets, courts, places, mains, pipes, sewers, and works of every description, which it may be necessary or convenient to stop up, alter, or divert for any of the purposes of the intended Act, and to authorise and enable the Company to erect buildings of any height at their Waverley Bridge Station, or on any part of the site thereof, or any lands, now or hereafter belonging to them, adjoining, or near thereto, anything in the Acts relating to the Royal burgh or city of Edinburgh or elsewhere, or any law to the contrary notwithstanding, and to vary or extinguish all existing rights of way, or other rights and privileges attaching to, or in any way connected with, any road, street, path, or passage to be stopped up, or any land or building to be appropriated or used for the purposes of the Act, or which would or might prevent any of the objects of the Act being carried into effect, and to confer other rights and privileges; and to authorise the Company to appropriate for the purposes of the Act any of their corporate funds, and to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, or by mortgage, cash credit, or otherwise.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the

several local and personal Acts following, or some of them, that is to say:—Acts relating to the North British Railway Company, 14 and 15 Vic., cap. 55; and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vic., cap. 152; 18 and 19 Vic., cap. 127; 19 and 20 Vic., cap. 98; 20 and 21 Vic., caps. 91, 124, 129; 21 and 22 Vic., caps. 65, 109, 145; 22 and 23 Vic., caps. 14, 24, 83, and 96; 23 and 24 Vic., caps. 140, 145, 159, and 195; 24 and 25 Vic., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vic., caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vic., caps. 194, 213, and 226; 27 and 28 Vic., caps. 84 and 100; and all other Acts, if any, relating to the North British Railway Company; the Acts 3 Geo. 4, cap. 91; 1 and 2 Vic., cap. 55; 7 and 8 Geo. 4, cap. 76; 1 and 2 Will. 4, cap. 45; 4 Vic., cap. 15; and all other Acts, if any, relating to the Royal burgh or city of Edinburgh.

And notice is hereby further given, that a plan in duplicate of the lands, buildings, and premises to be taken by the Company under the powers of the intended Act, and a book of reference to such plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands and buildings, will be deposited with the principal sheriff clerk of the county of Edinburgh, at his office in Edinburgh; and with the principal sheriff clerk of the county of the city of Edinburgh, at his office in Edinburgh, and with the schoolmaster, or, if no schoolmaster, with the session clerk of the parishes of Trinity College, High Church, and Saint Andrews, at their respective residences, and with the town clerk of the Royal burgh of Edinburgh, at his office in Edinburgh; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice; 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 before the 24th day of December next.

Dated this 11th day of November, 1864.

*Dalmahoy, Wood, and Cowan, W.S.,*  
Edinburgh.

*Pritt, Sherwood, Venables, and Grubbe,*  
7, Great George-street, Westminster.

In Parliament—Session 1865.

Skipton, Wharfedale, and Leyburn Junction  
Railway.

(Railway from a point near the Gargrave Station of the Midland Railway (North Western Line) to a point near the Spennithorne Station of the Northallerton, Bedale, and Leyburn Branch of the North-Eastern Railway; Powers to and over Midland, North-Eastern, and Lancashire and Yorkshire Railway Companies.)

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

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A railway commencing in the township of Broughton, in the parish of Broughton, by a junction with the Midland Railway (North-Western Line), at a point 64 chains or thereabouts, measured along the centre of the railway, east of the centre of the bridge at Gargrave station, passing through or into the following parishes and places, or some of them, that is to say—Broughton, Gargrave

Skipton, Stirton, Stirton with Thorlby, Flasby, Flasby with Winterburn, Hetton, Hetton with Boardley, Rilstone, Burnshall, Cracoe, Thorpe Linton, Threshfield, Grassinton, Conistone, Conistone with Kilnsey, Arnelcliffe, Kettlewell, Kettlewell with Starbottom, all in the West Riding of the county of York; and Carlton Highdale, Woodale, Bradley, Carlton, Carlton Town, Coverham, Coverham Abbey, Burton cum Walden, West Scrafton, Gammargill, Caldbergh, Caldbergh with East Scrafton, Melmerby, Agglethorpe, Agglethorpe with Coverham, East Witton, West Witton, Middleham, Wensley, Leyburn, Spennithorne, Harmby, Thornton Steward, Bedale, Hatton Hang, Fingall, Constable Burton, Hang East, Patrick Brompton, Masham, all in the North Riding of the county of York; and terminating by a junction with the Northallerton, Bedale, and Leyburn Branch of the North-Eastern Railway, at a spot called Peter's Wood, at a distance of 54 chains, or thereabouts, measured along the centre of the said branch railway, east of the centre of the road passing under the said branch railway, near Stoop-house, in the said township of Constable Burton, in the said parish of Fingall.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works. To purchase lands, houses, and other property compulsorily, for the purposes of the said intended railway and works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To authorise the Midland, the North-Eastern, and the Lancashire and Yorkshire Railway Companies, or either of those Companies, to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of interest or dividend, and other advantage over their respective existing and authorised capitals, and to entitle the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, and to appoint directors of the Company.

To enable the Company, on the one hand, and the said three Companies, or either of them, on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railway and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company, and all companies and persons lawfully using the railway of the Company, to run over and use with their engines and carriages

of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say):

So much of the Midland Railway (North Western line) as lies between the point of junction therewith of the proposed railway at Gargrave, and the station at Skipton, including the use of such station.

So much of the North Eastern Railway as lies between the point of junction therewith of the proposed railway, at a point near Spennithorne, on the Northallerton, Bedale, and Leyburn branch, and Northallerton.

To require the Companies or persons owning or working the said railways or undertakings respectively to receive, book through, forward, accommodate, and deliver on and from the same, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill, and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the 7 and 8 Vict., cap. 18, and of any other Acts relating to the Midland Railway Company; the 17 and 18 Vict., cap. 211, and any other Acts relating to the North Eastern Railway Company; and the 1st and 2nd William IV., cap. 60, and the 22nd and 23rd Vict., cap. 110, and any other Acts relating to the Lancashire and Yorkshire Railway Company.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 West Riding of the county of York, at his office at Wakefield; and with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

Printed copies of the proposed Bill will be depo-

sited 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, 1864.

*Edwards and Co., Westminster, Solicitors for the Bill.*

#### Furness Railway.

(New Lines to the Whitehaven and Furness Junction Railway and to the Furness Railway near Parks Mine and to Scarth Hole; Powers to levy Tolls, and to alter existing Tolls, to raise further Capital, and apply existing Capital to enable the Whitehaven and Furness Junction Railway Company to subscribe; Powers for that Company and the Furness Railway Company to make Working Agreements; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Furness Railway Company (hereinafter called "The Company") for an Act for the following purposes or some of them:

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

A Railway (No. 1) to commence in the township of Hawcoat, in the parish of Dalton, in Furness, in the county palatine of Lancaster, by a junction with the Hawcoat branch of the Furness Railway, at a point thereon 326 yards or thereabouts, measured along that branch in a northerly direction from a bridge carrying the said branch over a lane called Cocken-lane otherwise Cocken-road, and to terminate in the township of Millom Below, in the parish of Millom, in the county of Cumberland, by a junction with the line of the Whitehaven and Furness Junction Railway, at a point thereon 233 yards or thereabouts measured along that line of railway in an easterly direction from a post on that line indicating the 29th mile from Whitehaven, which said intended Railway (No. 1) will be made or 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, Hawcoat and Dalton in Furness, in the county palatine of Lancaster, and Millom Below, and Millom, in the county of Cumberland.

A Railway (No. 2) to commence in the township of Hawcoat, in the parish of Dalton in Furness, in the county palatine of Lancaster, by a junction with the said intended Railway No. 1, at a point in a tract of waste or open land called Sandscale Hawes, and which point is situate on the north shore of the said tract of waste or open land, and is distant 44 chains or thereabouts, measured in a westerly direction along that shore from the point where the public road leading from Roanhead to the Duddon Sands joins the shore, and to terminate in the township of Above Town, in the said parish of Dalton in Furness by a junction with the line of the Furness Railway, at a point thereon 180 yards or thereabouts, measured along that line of railway in a southerly direction from the point where the said line of the Furness Railway crosses on the level the public road leading from Dalton in Furness to Roanhead, which said intended Railway (No. 2) will be made or 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, Hawcoat, Above Town, Yarlside, and Dalton in Furness, all in the county palatine of Lancaster.

A Railway (No. 3) to commence in the township of Hawcoat, in the parish of Dalton in

Furness, in the county palatine of Lancaster, by a junction with the said intended Railway (No. 2), at a point in a field belonging to Thomas Woodburne and Isaac Penny, and in the occupation of John Ward, and lettered and numbered E 698 on the tithe commutation map of the parish of Dalton in Furness, and which point is 200 yards or thereabouts measured in a westerly direction from the public road leading from Dalton in Furness to Roanhead, and to terminate in the township of Hawcoat, in the parish of Dalton in Furness, at a point on the sea shore 330 yards or thereabouts, measured in a southerly direction from Lowsey Point, which said intended Railway No. 3 will be made or 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, Hawcoat, and Dalton in Furness, in the said county palatine of Lancaster.

To authorize the said Company to cross, stop up, alter, or divert, whether temporarily or permanently all such turnpike roads, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act.

To empower the Company to purchase by compulsion or agreement lands, houses, and hereditaments, for the purposes of the said intended railways and works, or any or either of them, and to vary and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, and duties for, or in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to alter or vary existing tolls, rates, and duties.

To authorize 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, or any or either of them), by the creation of new shares or stock, 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 or either of 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.

To empower the Whitehaven and Furness Junction Railway Company, by themselves or their nominees, to take and hold shares in, and subscribe towards the intended railways and works, or any part or parts thereof respectively, and for those purposes to raise money by the creation of new shares or stock in their undertaking, with or without preference priority or guarantee in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or bond.

To enable the Company and the Whitehaven and Furness Junction Railway Company, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the undertakings of the contracting Companies, as now or hereafter to be authorized, or of any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic on the same undertakings, the payments to be made, and the conditions to be performed



with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of a joint committee or joint committees for carrying into effect any such agreement or agreements as aforesaid.

To alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:

"The Furness Railway Act, 1855;" "The Coniston Railway Act, 1857;" "The Furness Railway Act, 1862;" "The Furness and Coniston Railways Amalgamation Act, 1862;" "The Ulverston and Lancaster Railway Act, 1851;" "The Ulverston and Lancaster Railway Act, 1858;" "The Furness and Midland Railway Act, 1863;" "The Furness Railway and Barrow Harbour Act, 1863," and all other Acts relating to the Furness Railway Company, and also the local and personal Acts 8 and 9 Vict., cap. 100; 16 and 17 Vict., cap. 71; 20 and 21 Vict., cap. 122, and all other Acts relating to the Whitehaven and Furness Junction Railway Company.

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map with the lines of railways delineated thereon, so as to show their general course and direction, 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 palatine of Lancaster, at his office at Preston, in the said county palatine of Lancaster, and with the Clerk of the Peace for the county of Cumberland, at his office at Carlisle, in the said county of Cumberland, 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, in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice published as aforesaid, will be deposited for public inspection 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 further given, that on or before the 23rd 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 the 10th day of November, 1864.

*Currey and Holland*, 9, Old Burlington-street, London, Solicitors for the Bill.

Burton-upon-Trent Connection Railways.  
(New Connection Railways at Burton-upon-Trent;  
Further use of existing Connection Railways;  
Further Powers; Amendment and Repeal of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act for the following purposes, or some of them:—

To authorize Messrs. Samuel Allsopp and Sons to make and maintain the railways hereinafter mentioned, or one of them, with all proper stations, approaches, works and conveniences connected therewith respectively; which railways and other works will be wholly situate within the township

and parish of Burton-upon-Trent, in the county of Stafford (that is to say):—

1. A railway, commencing by a junction with Messrs. Samuel Allsopp and Sons' Connection Railway No. 1 (authorized by the "Midland Railway Burton Branches Act, 1860"), at a point thereon 9 yards, or thereabouts, to the south-west of the point where that railway crosses Horninglow-street, and terminating near the runniug-in-shed in the new cooorage yard of Messrs. Samuel Allsopp and Sons.

2. A railway, commencing by a junction with Messrs. Samuel Allsopp and Sons' Connection Railway No. 2 (authorized by the "Midland Railway Burton Branches Act, 1860"), at a point thereon 140 yards, or thereabouts, to the south-west of the point where that Connection Railway crosses Horninglow-street, and terminating in the Old Brewery premises of Messrs. Samuel Allsopp and Sons, at or near the south-west corner thereof.

To authorize Messrs. Samuel Allsopp and Sons to purchase lands, houses, buildings, and hereditaments, by compulsion or otherwise, for the purposes of the several railways and works so proposed to be constructed as aforesaid.

To vary, repeal or extinguish, all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance or use, of the said intended works, and to confer other rights and privileges:

To authorize the altering, crossing on the level, or other interference with all turnpike and other roads, highways, streets, railways, tramways, and footways, with which it may be necessary to interfere in the construction of the said intended works:

And notice is hereby given, that plans and sections of the intended railways and works, and of the lands and property so proposed to be taken and purchased as aforesaid, together with a published map, with the proposed lines of railway delineated thereon, and books of reference to such 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 books of reference, together with a copy of this Notice, as published in the London Gazette, will be deposited for public inspection with the parish clerk of the parish of Burton-upon-Trent, at his residence:

And it is proposed by the intended Act to repeal, alter, or amend, Clauses 34 and 40 of the "Midland Railway (Burton Branches) Act, 1860," and Clause 37 of the "London and North-Western Railway (Additional Powers) Act, 1862," imposing or confirming certain restrictions upon Messrs. Samuel Allsopp and Sons, as to the use of the said Connection Railways, and, if thought requisite or expedient, to make further and other provisions in lieu thereof:

And also to alter, amend, extend, enlarge or repeal, all or any of the other powers and provisions of the Midland Railway (Burton Branches) Act, 1860, relating to or affecting the Connection Railways No. 1 and No. 2 of Messrs. Samuel Allsopp and Sons, or the use, management, or enjoyment, of the same.

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 the eleventh day of November, 1864.

*Whateleys & Whateley*, Birmingham.  
*Elsdale & Byrne*, London.



## Ledbury and Tewkesbury Railway.

(Incorporation of Company—Construction of Railways in Gloucestershire and Worcestershire—Running Powers and Facilities over part of Great Western, Shrewsbury and Hereford, and Tewkesbury and Malvern Railways—Arrangements with Tewkesbury and Malvern, Great Western, London and North-Western, Midland and Worcester, Dean Forest, and Monmouth 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 incorporate a Company (hereinafter referred to as "the Company"), and to empower them to make and maintain the railways following, or some or one of them, or some part thereof, with approaches, stations, works, and conveniences connected therewith, that is to say:—

First.—A railway (No. 1) commencing in the parish of Tewkesbury in the county of Gloucester, by a junction with the Tewkesbury and Malvern Railway at a point thereon ten chains, or thereabouts, from and to the west of the bridge in that parish carrying that railway over the River Avon, and terminating in the parish of Redmarley D'Abitot in the county of Worcester, in a field numbered 268 on the Tithe Commutation Map of that parish.

Secondly.—A railway (No. 2) commencing in the said parish of Redmarley D'Abitot and county of Worcester, by a junction with the said intended railway (No. 1), at or near its point of intended termination, as hereinbefore described, and terminating in the township of Parkhold, in the parish of Ledbury and county of Hereford, by a junction with the Great Western Railway, at a point 30 chains, or thereabouts, from and to the west of the bridge carrying the turnpike road from Cinders to Ledbury over the last-mentioned railway, which said intended railways (No. 1 and No. 2) hereinbefore described will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Preston, Dymock, Bromsberrow, Corse, Forthampton, Twining Mythe and Mythe Hook, Tewkesbury, Tewkesbury Borough, Ashchurch, Walton-Cardiff, Deerhurst, and the hamlet of Walton or Deerhurst-Walton, all in the county of Gloucester; Ashperton, Yarkhill, Stoke Edith, Parkhold, Ledbury, Munsley, Tarrington, Pixley, Woolhope, Putley, Aylton, Little Marcle, Ledbury, and the divisions of Wall Hills, Leaddon, and Haffield, Ledbury Borough, Donnington, and Eastnor, in the county of Hereford; and Redmarley D'Abitot, Staunton, Eldersfield, Berrow, Pendock, Longdon, Chaseley, Bushley, Bredon, the chapelries of Norton and Mitton, and the hamlets of Bredon, Hardwick, Kinsham, and Westmancote, and the chapelry of Cutsdean, in the county of Worcester.

Thirdly.—A railway (No. 3) wholly in the said parish of Redmarley D'Abitot, and county of Worcester, commencing by a junction with the said intended railway (No. 1), at or near its point of intended termination, as hereinbefore described, and terminating in a field numbered 34 in the said parish of Redmarley D'Abitot, upon the plans deposited in November, 1862, with the Clerk of the Peace for the said county of Worcester, with reference to the application to Parliament for, and referred to in the "Worcester, Dean Forest, and Monmouth Railway Act, 1863," together with a junction there with the authorised Worcester, Dean Forest, and Monmouth Railway.

Fourthly.—A railway (No. 4), wholly in the said

parish of Redmarley D'Abitot and county of Worcester, commencing by a junction with the intended railway (No. 3) at or near its point of intended termination as hereinbefore described, and terminating by a junction with the said intended railway (No. 2) in a field numbered 244 on the Tithe Commutation Map of the said parish of Redmarley D'Abitot.

Fifthly.—A railway (No. 5), wholly in the said parish of Redmarley D'Abitot and county of Worcester, commencing in a field numbered 20 in the said parish of Redmarley D'Abitot, upon the plans deposited as aforesaid in November, 1862, with the Clerk of the Peace for the said county of Worcester, with reference to the application to Parliament for, and referred to in the Worcester, Dean Forest, and Monmouth Railway Act, 1863, together with a junction there with the authorised Worcester, Dean Forest, and Monmouth Railway, and terminating by a junction with the intended railway (No. 2) in a field numbered 244 on the Tithe Commutation Map of the said parish of Redmarley D'Abitot.

To confer upon the Company all necessary powers for effecting the following purposes, or some of them, that is to say:—

To stop up, alter, divert, or cross over, under, or on the level, roads, highways, streets, railways, tramways, canals, navigations, and other works within the abovenamed parishes, townships, hamlets, and extra-parochial places, or any of them, to purchase, by compulsion or otherwise, lands, houses, and other property, to vary or extinguish any rights or privileges which will interfere with the objects of the intended Act, and to confer other rights and privileges.

To levy tolls, rates, and duties upon or in respect of the said intended railways and other works, or any of them, and upon the railways, stations, and works hereinafter mentioned belonging to other companies, to alter the tolls, rates, and duties now authorised to be levied or charged thereon, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To empower the Company and all companies and persons working or using the intended railways, or any of them, to run over, work, and use with their engines, carriages, and servants, and for traffic of all kinds, upon terms and conditions agreed or to be agreed between the Company and such other companies or persons, or to be prescribed by or under the Act, so much of the Tewkesbury and Malvern Railway as lies between the intended junction therewith of the intended railway (No. 1) as hereinbefore described, and the junction of the said Tewkesbury and Malvern Railway with the Tewkesbury Branch of the Midland Railway Company, and also so much of the Great Western Railway and of the Shrewsbury and Hereford Railway respectively as lies between the intended junction therewith of the intended railway (No. 2) as hereinbefore described; and the Barton and Barscourt stations respectively of the Great Western Railway Company at Hereford, including those stations respectively, together with all other stations, sidings, buildings, offices, approaches, standing room for engines, warehouses, sheds, watering-places, water-supplies, telegraphs, signals, machinery, works, and conveniences in and upon the before-mentioned portions of railways and stations, and to require the several companies owning or using such portions of railways and stations respectively to afford and render all facilities and services for that purpose, and to book and invoice through, receive, and convey the traffic passing to, from, over, and beyond the intended railways, or any of them, or any part thereof,

over the railways belonging to or worked or leased by those companies respectively, or either of them, or any part thereof, and to make provision for the speedy and convenient interchange, accommodation, and transmission of the traffic, and for the settlement of rates and of disputes by arbitration, or in such manner as may be prescribed by or under the Bill.

To sanction and give effect to agreements between the Company on the one part, and the Tewkesbury and Malvern Railway Company, the Great Western Railway Company, the London and North-Western Railway Company, the Midland Railway Company, and the Worcester, Dean Forest, and Monmouth Railway Company, or any of them, on the other part, and to enable the Company, and such other companies, or any of them, to make and carry into effect contracts, agreements, and arrangements with respect to the management, maintenance, and repair, use, and working by the contracting Companies or any of them of the railways and works of the others or other of them or any part thereof respectively, the supply of rolling or working stock, the forwarding, interchange, and transmission of traffic to, from, and over the railways of the contracting Companies, the collection, delivery, and general conduct of traffic, the collection, taking and levying of tolls, rates, duties, and charges, the division of the receipts and profits arising from traffic, the rents, payments, drawbacks, rebates, and allowances to be made and paid by any of the contracting Companies to the others of them, the appointment of joint-committees for any of the objects aforesaid, and the appointment of officers and servants.

And it is also intended, so far as may be requisite or desirable for any of the purposes of the intended Act to amend or repeal the provisions, or some of them, of the several Acts of Parliament following, that is to say—23 and 24 Vict., cap. 72, and 25 and 26 Vict., cap. 56, relating to the Tewkesbury and Malvern Railway Company; 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., caps. 68 and 99; 8 and 9 Vict., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 Vict., cap. 14; 9 and 10 Vict., caps. 166, 181, 236, 240, 250, 251, 274, 275, 278, 300, 303, 307, 308, 313, 315, 326, 328, 335, 337, 369, 383, and 402; 10 and 11 Vict., caps. 60, 72, 76, 80, 86, 91, 101, 109, 144, 149, 154, 177, 226 and 242; 11 and 12 Vict., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vict., caps. 55 and 85; 13 Vict., caps. 6 and 7; 13 and 14 Vict., caps. 44, 98, and 110; 14 and 15 Vict., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vict., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vict., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vict., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vict., caps. 11, 59, and 69; 18 and 19 Vic. caps. 98, 171, 175, 181, 183, and 191; 19 and 20 Vict., caps. 111, 126, and 137; 20 and 21 Vict., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vict., caps. 90, 123, 126, 139, 142, and 146; 22 Vict., cap. 13; 22 and 23 Vict., caps. 1, 17, 22, 40, 46, 59, 64, 76, 84, 105, 120, 134, and 138; 23 Vict., cap. 76; 23 and 24 Vict., caps. 69, 72, 76, 81, 82, 94, 127, and 128; 24 Vict., caps. 32 and 36; 24 and 25 Vict., caps. 22, 73, 76, 81, 87, 133, 134, 143, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, and 240; 25 and 26 Vict., caps. 14, 56, 58, 71, 109,

110, 127, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vict., caps. 113, 127, 151, 172, 198, 204, 208, and 227; 27 and 28 Vict., caps. 176 and 306; and 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Wm. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 Geo. 4, cap. 61, relating to the Great Western Railway Company; 7 and 8 Vict., caps. 18 and 59; 8 and 9 Vict., caps. 38, 49, 56, 90, and 181; 9 and 10 Vict., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vict., caps. 122, 125, 150, 191, 214, 215, and 370; 11 and 12 Vict., caps. 21, 88, and 131; 14 and 15 Vict., caps. 57, 88, and 113; 16 and 17 Vict., caps. 33 and 108; 19 and 20 Vict., cap. 54; 20 and 21 Vict., cap. 134; 22 and 23 Vict., caps. 130 and 136; 23 and 24 Vict., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vict., caps. 57, 106, and 139; 25 and 26 Vict., caps. 81, 90, 91, and 173; 26 and 27 Vict., caps. 74, 82, 113, 132, 182, 183, 203, and 222; and 27 and 28 Vict., caps. 164, 230, 231, and 245, relating to the Midland Railway Company; and 26 and 27 Vict., cap. 185; and 27 and 28 Vict., cap. 295, relating to the Worcester, Dean Forest, and Monmouth Railway Company; 8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 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, and 396; 10 and 11 Vict., caps. 75, 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 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77 and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vict., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vict., caps. 5, 77, 79, 108, 177, 208, 217; and 27 and 28 Vict., caps. 62, 194, 196, 226, 263, 288, 296, and 309, relating to the London and North-Western Railway Company; and 9 and 10 Vict., cap. 325; 10 and 11 Vict., cap. 266; 13 and 14 Vict., cap. 26; 15 and 16 Vict., cap. 168; 17 and 18 Vict., caps. 149 and 174; 19 and 20 Vict., cap. 47; and 25 and 26 Vict., cap. 198, relating to the Shrewsbury and Hereford Railway Company.

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, 1864, be deposited for public inspection 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 Worcester, at his office at Worcester in that county; and with the Clerk of the Peace for the county of Hereford, at his office at Hereford in that 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 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, in the case of each such 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 at the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 9th day of November, 1864.

*Hodding, Townsend, and Co., 3, Princes-street, Westminster.*

*C. M. R. Chamberlain, Ledbury,  
Solicitors for the Bill.*

*J. Dorington and Co., 6, Parliament-street, Parliamentary Agents,*

In Parliament.—Session 1865.

Newport Pagnell Railway.

(Extension to Olney; Amendment of Act.)

**N**OTICE is hereby given, that the Newport Pagnell Railway Company (who are herein referred to as "The Company,") intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill to enable them to extend the authorised Newport Pagnell Railway to Olney in the county of Bucks, by making a railway, with all needful works, stations, approaches, and conveniences connected therewith, to commence in the parish of Newport Pagnell by a junction with the authorised line of the said Newport Pagnell Railway, at or near the property numbered 11 on the deposited plans of the Newport Pagnell Railway, referred to in "The Newport Pagnell Railway Act, 1863," to pass, thence, through, or into the following parishes or places, or some of them (that is to say):—Newport Pagnell, Lathbury, Sherrington, Tyringham-cum-Filgrove, Emberton, and Olney, all in the county of Bucks, and to terminate in a field in the last-named parish, belonging to the Earl of Dartmouth, and in the occupation of James Page, at or near a point 75 yards or thereabouts, westward of the termination of the parish road known by the name of Spout-lane, leading from High-street, Olney, towards Hope Cottage.

And it is also proposed by the said Bill to apply for the following, or some of the following among other powers:—

To enable the Company, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said extension and works; to purchase lands, houses, and other property compulsorily for the purposes of the said extension and works, to levy tolls, rates, and charges, in respect thereof, and to exercise other rights and privileges.

To authorise the Company to apply their existing funds, and any monies which they have still power to raise to the purposes of the said extension and works, and for the same purposes, and for the general purposes of their undertaking to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock, and to any unissued shares of the Company, any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the Company on the one hand, and

the London and North-Western Railway Company on the other hand, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of the said extension and works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the extension; the payments to be made and the conditions to be performed with respect to such working, use, management and maintenance; the interchange, accommodation and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Newport Pagnell Railway Act, 1863," and of the several Acts relating to the London and North-Western Railway Company, and the Bill will make special provision with respect to the application of any compensation money which may be payable to the several persons interested, as commoners or otherwise, distinct from the lord or lords of the manor, in the common lands called or known as Bury Field and Bury, Meadow, in the said parish of Newport Pagnell. Duplicate plans and sections, describing the line, situation and levels of the extension, and the lands, houses, and other property in or through which it 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, 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 Bucks, at his office at Aylesbury; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 7th day of November, 1864.

*Hargrove, Fowler and Blunt, 3 Victoria-street, Westminster, Solicitors for the Bill.*

*Dyson and Co., 24, Parliament-street, Westminster, Parliamentary Agents.*

Tooting, Merton and Wimbledon Extension  
Railway.

(Dissolution of Tooting, Merton and Wimbledon Railway Company; Transfer of their Powers and Property to the London, Brighton and South Coast, and the London and South Western Railway Companies; Joint Construction of new Railway; Further Capital; Powers to the two last-mentioned Companies; Mutual Running Powers to those Companies; Running Powers to the London and South Western Railway Company over Portions of the Railways of the London, Brighton and South Coast Railway Company; Alterations of Tolls; Power to the several Companies to make Traffic and other Agreements; 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 effect the purposes, or some of the purposes following (that is to say):—

To dissolve the Tooting, Merton and Wimbledon Railway Company (hereinafter referred to as "The Tooting Company"), and to repeal (wholly, or in part), or alter or amend the Tooting, Merton and Wimbledon Extension Railway Act, 1864 (hereinafter referred to as "The Tooting Act").

To enable the London and South Western Railway Company and the London, Brighton and South Coast Railway Company (which Companies are hereinafter referred to as "The two Companies") jointly, or the joint committee hereinafter mentioned, to construct the railways and works authorized by the Tooting Act, and to transfer and vest in the two Companies, or the joint committee, the powers, or some of the powers, of the Tooting Act, and to confer upon them all other necessary powers for that purpose.

To provide by the appointment of a joint committee of the two Companies (hereinafter referred to as "The Joint Committee"), and of arbitrators for the constructing, maintaining, managing, and regulating of the railways and works, authorized by the Tooting Act, and to be authorized by the intended Bill.

To vest in the two Companies, or in the joint committee, all lands (if any) acquired by, and all or any the real and personal property of the Tooting Company, and the benefit of all contracts entered into by the Tooting Company.

To make provision for, and to sanction the repayment by the two Companies, respectively, or by the joint committee, to the Tooting Company, of the costs and expenses in relation to their undertaking, and of a sum equal to all, or any funds deposited by the Tooting Company with the Court of Chancery, in respect to the application to Parliament for the Tooting Act, and to vest the deposited funds in the two Companies, or the joint committee, and to authorize the transfer and payment out of court thereof to the two Companies, and to make further or other provision for securing the completion of the railways and works authorized by the Tooting Act.

To make provision for, and to sanction the repayment of all monies advanced, or to be advanced by or on behalf of the two Companies, or either of them, to the Tooting Company, or on account of the undertaking or capital of that Company, and to vest in the two Companies, jointly or otherwise, or in one of them, the capital, shares, stocks, and securities of the Tooting Company, or some part or parts thereof, and to enable the two Companies, or either of them, and the Tooting Company, and the holders of shares, or stocks, or securities, of the said two Companies, or any or either of those Companies or parties, to enter into and carry into effect agreements in that behalf, and to make provision

for the payment and discharge of the debts, liabilities, and engagements of the Tooting Company.

To vary the tolls, rates, and charges authorized by the Tooting Act to be taken, and to empower the two Companies, or the joint committee, to levy new tolls, rates and charges upon or in respect of the railways authorized by the Tooting Act; to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and charges; to vary and extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To enable the Tooting Company, or the two Companies jointly, or either of them separately, or the joint committee, to make and maintain a railway, to be situate wholly in the parish of Wimbledon, in the county of Surrey, commencing by a junction with the main line of the London and South Western Railway Company, at a point distant one chain, or thereabouts, from and to the eastward of the bridge which carries the public highway leading from Wimbledon to Merton over that main line, and terminating by a junction with the Railway No. 2, authorized by the Tooting Act, at a point shewn on the plan of that Railway No. 2, deposited with the Clerk of the Peace for the county of Surrey, in the month of November, 1863, as one mile from the commencement of that Railway No. 2, and in a field numbered 51, in the parish of Wimbledon, on that plan, together with all proper and convenient approaches, roads, stations, sidings, and other works connected therewith.

And it is intended by the said Bill to confer upon the two Companies, or one of them, or the joint committee, all necessary powers for effecting the purposes following (that is to say):—

To deviate laterally from the lines of the intended railway and works to be authorized by the Bill, to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels as shown on the sections hereinafter mentioned.

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, 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 to cross, stop up, alter, or divert for the purposes of any of the intended works aforesaid, or of the intended Bill.

To purchase by compulsion and by agreement lands, houses and hereditaments, for the purposes of the intended works and of the Bill, 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 railway and works to be authorized by the Bill, to alter the tolls which the two Companies, or either of them, are authorized to take on their respective railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates and duties.

To authorize the two Companies to provide, in equal proportions, or in such other proportions, and upon and subject to such terms, conditions and regulations, as may have been or may be agreed upon between them, or as may be prescribed by the Bill, all monies necessary for the purchase of land for, and the construction or completion of the railways and works authorized by the Tooting Act, and to be authorized by the Bill, or otherwise in connection with the undertaking of the Tooting Company, or in carrying into effect the provisions of the Bill.

To apply for the purposes of the Bill and of the Tooting Act, any part of their corporate funds and revenues, and to raise further monies for the pu

poses aforesaid, by borrowing and by the creation of new shares and stock in the respective Companies, and (if the respective Company think fit) to attach to all or any of such new shares, or stock, a preference, or priority of interest or dividend, and other special privileges, restrictions and qualifications.

To provide for the allocation and appropriation to, and the separate and independent ownership, respectively, by each or either of the two Companies of the railways and works authorized by the Tooting Act, and to be authorized by the Bill, or some part or parts thereof respectively.

To authorize the two Companies, and each or either of them, to run over, work, and use the railways authorized by the Tooting Act, and the railway to be authorized by the Bill, or some part or parts thereof respectively, and so much of the Wimbledon and Croydon Railway as lies between the respective junctions therewith authorized by the Tooting Act of the Railway (No. 1) and Railway (No. 2) authorized by that Act, and the stations, sidings, booking and other offices, engine sheds, standing room for engines, water, water supplies, warehouses, works, and conveniences connected with the said several railways, and portions of railways respectively, upon such terms and conditions as have been or may be agreed upon between the two Companies, or as may be prescribed by or under the Bill.

To authorize the London and South Western Railway Company (hereinafter called "The South Western Company"), upon such terms and conditions and under such circumstances as have been agreed upon or may hereafter be agreed upon between the two Companies, or as may be defined by the intended Bill, to run over, work, and use so much and such parts of the several railways (whether constructed or authorized) of the London, Brighton and South Coast Railway Company (hereinafter called "The Brighton Company"), as lie or will lie between the junction authorized by the Tooting Act of the Railway No. 1, authorized by that Act, with the railway authorized by the London, Brighton, and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863, and the junction station to be constructed by the Brighton Company at or near the junction between the Railway No. 7, authorized by the "London, Chatham and Dover Railway (New Lines) Act, 1864," and the railway secondly authorized by the London, Brighton and South Coast Railway (Mitcham and Tooting Lines, &c.) Act, 1863. Together with the said junction station, and also so much and such parts of the railways (whether constructed or authorized) of the Brighton Company, as lie or will lie between the said junction station and the London Bridge Terminus of the Brighton Company, on the one hand, and the wharf of the Brighton Company, on the bank of the River Thames at Deptford, on the other hand, and all other stations, sidings, booking and other offices, engine sheds, standing room for engines, water, water supplies, warehouses, wharves, works and conveniences connected with the said several railways or portions of railways.

To fix, or make provision for fixing, and for levying and appropriation of tolls and charges on and in respect of the railways and works mentioned in this notice, and on railways of the two Companies respectively, and to authorize payments, allowances, deductions, contributions, drawbacks, and guarantees, by each or either of the two Companies, to the other of them, and to and by the joint committee.

To enable the two Companies respectively to levy tolls, rates, and charges for traffic conveyed by them upon or over the railways of each other, or of other Companies, and to confer exemptions

from such tolls, rates, and charges, and to vary the tolls, rates, and charges, now authorized to be taken upon such railways.

To sanction and give effect to contracts and agreements between the two Companies, *inter se*, and between them and the Tooting Company, with reference to any of the matters aforesaid, or any of the objects of the Bill, and to confirm and sanction all acts done, or to be done, or payments or appropriation of monies made or to be made by either of the two Companies under any such contract or agreement, or otherwise in respect of the undertaking of the Tooting Company, and to enable the two Companies to enter into, and carry into effect, contracts, agreements, and arrangements, for or with reference to the construction, management, maintenance, working, and using by both, or either of the contracting Companies of their respective railways and works, 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.

To make the exercise of the powers, or some of the powers of the Bill, compulsory upon each or either of the two Companies.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend the following local and personal Acts, or some of them (that is to say), 4 and 5 Wm. 4, 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; 51 Geo. 3., 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, 140, and 164; 17 and 18 Vic., caps. 186 and 208; 18 and 19 Vic., caps. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 24 and 25 Vic., caps. 111, 220, and 234; 25 and 26 Vic., caps. 42 and 152; 26 and 27 Vic., caps. 90, 109, and 208; and 27 and 28 Vic., caps. 87, 166, 174, and 227, relating to the South Western Company; 5 and 6 Wm. 4, cap. 10; 6 and 7 Wm. 4, cap. 121; 7 Wm. 4, and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 129; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21 Vic., caps. 60, 72, 133, and 143; 21 and 22 Vic., caps. 57, 84, 101, 104, and 118; 22 Vic., cap. 3; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109, 158, 171, 172, and 174; 24 and 25 Vic., caps. 120, 174, and 234; 25 and 26 Vic., cap. 68, 78, 151, 207, and 210; 26 and 27 Vic., caps. 90, 137, 142, 184, 192, 204, 218, and 227; and 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314, relating to the Brighton Company.

And notice is hereby given, that on or before

the 30th day of November, 1864, plans and sections of the intended railway and works, to be authorized by the Bill, together with a book of reference to such plans, a published map, with the line of the intended 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 Surrey, at his office, at Lambeth, in that 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 and extra-parochial place, from, in, through, or into 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 in the case of each such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next, printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.—Dated this 16th day of November, 1864.

*Bircham, Dalrymple, Drake, and Ward*, 46, Parliament-street, Westminster, Solicitors for the London and South Western Railway Company.

*G. Faithfull, Son, and Coode*, 53, Parliament-street, Westminster, Solicitors for the London, Brighton and South Coast Railway Company.

*John Mackrell*, 34, Cannon-street, Solicitor for the Tooting, Merton and Wimbledon Railway Company.

#### Manchester and Milford Railway.

(New Railways from Company's Railway at Alltddu to Aberystwith, and from Caedu on Treisaf to a proposed Mid-Wales Railway at Ysptyty Ystwith; Diversion and Enlargement of certain Roads; Level Crossing on Manchester and Milford Railway; Joint Station at Aberystwith; Purchase of Lands in divers places; Revival and Extension of Time for Purchasing Lands and Completing Works; Abandonment of Authorised Line between Llangurig and Alltddu, and Branch to Aberystwith; Running Powers to Mid-Wales and Swansea and Aberystwith Junction Railway Companies; Traffic Agreements; Various Powers to various Companies as to Joint Stations and Maintenance, Working, Management, &c., of Railways; also Running Powers over Parts of Aberystwith and Welsh Coast Railways; Provisions for Completion by the Company of the Harbour Line of the Aberystwith and Welsh Coast Railway Company; Powers to that Company and the Company in reference thereto; Power to Lay down a Mixed Gauge and to Run over a portion of the Carmarthen and Cardigan Railway; Capital Powers and Arrangements; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the Manchester and Milford Railway Company, hereinafter called "The Company," to make and maintain the following railways, and diversions, and enlargements of roads, with all necessary and proper stations, works, and conveniences connected therewith, respectively, that is to say:—

A railway, hereinafter called Railway No. 1, commencing by a junction with the authorised main line of railway of the Company near Alltddu, at or near the furlong point marked 7, shown on the plans deposited for the purposes of the said railway

in November, 1859, with the Clerk of the Peace for the county of Cardigan, and indicating 24 miles seven furlongs from the commencement of the said railway, 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:—Ystrad Meyric, otherwise Ysptyty Ystrad Meuric, Llanfihangel Lledrod, otherwise Lledrod, Lower Lledrod, Upper Lledrod, and Caron, otherwise Caron-uwch-clawdd, all in the county of Cardigan, and terminating in or near a certain field known by the name of Caedu, situate in the parish of Ystrad Meyric, otherwise Ysptyty Ystrad Meuric, in the county of Cardigan, belonging, or reputed to belong, to the Earl of Lisburne, and in the occupation of Thomas Parry.

A railway, hereinafter called Railway No. 2, commencing by a junction with the hereinbefore described Railway No. 1, in or near a certain field known by a name of Caedu, situate in the parish of Ystrad Meyric, otherwise Ysptyty Ystrad Meuric, and county of Cardigan, belonging, or reputed to belong, to the Earl of Lisburne, and in the occupation of Thomas Parry, passing thence from, through, in or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—

Ystrad Meyric, otherwise Ysptyty Ystrad Meuric, Gwnnws, Lower Gwnnws, Upper Gwnnws, Ysptyty Ystwith, and Caron, otherwise Caron-uwch-clawdd, all in the county of Cardigan, and terminating in a certain field called Logau Las, at or near a point situate three furlongs two chains or thereabouts, measured from the south-westerly end of Pontrhygroes Bridge, in an easterly direction along the side of the River Ystwith, and which said field belongs, or is reputed to belong, to William Chambers, Esquire, and is in the occupation of Rees Jones, and is situate at or near Ysptyty Ystwith, in the county of Cardigan, and by a junction there with an intended railway of the Mid-Wales Railway Company from their existing line, near the junction of the Rivers Marteg and Wye, if such last-mentioned intended railway shall be authorised by Parliament.

A railway, hereinafter called Railway No. 4, commencing by a junction with Railway No. 2, in a field known by the name of Caedu, in the parish of Ystrad Meyric, otherwise Ysptyty Ystrad Meuric, in the county of Cardigan, belonging to, or reputed to belong, to the Earl of Lisburne, and in the occupation of Thomas Parry, 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:—Ystrad Meyric, otherwise Ysptyty Ystrad Meuric, Llanfihangel Lledrod, otherwise Lledrod, Lower Lledrod, Upper Lledrod, Gwnnws, Lower Gwnnws, Upper Gwnnws, Llanillar, Lower Llanillar, Upper Llanillar, Llanfihangel-y-Croyddin, Lower Llanfihangel-y-Croyddin, Upper Llanfihangel-y-Croyddin, Llanychaiarn, Llanbadarn-fawr, Lower Llanbadarn-y-Croyddin, Upper Llanbadarn-y-Croyddin, Ucha-yn-Dre, Isayn-Dre, Aberystwith, town, borough, and liberties of Aberystwith, Broncastellan, Clarach, Cwm-rheidiol, Elerch, Lower Vainor, Upper Vainor, Melindwr, Parcel Canol, Trefeirig, and Trefechan, all in the county of Cardigan, and terminating in the parish of Llanbadarn-fawr, in the county of Cardigan, by a junction with the authorised Harbour Line of the Aberystwith and Welsh Coast Railway Company at or near the point where that Harbour Line crosses the public road shown on the plans deposited for the purposes of the said Harbour Line of the Aberystwith and Welsh Coast Railway, with the Clerk of the Peace for the county of Cardigan, in November, 1862, at or near the furlong point marked 3 on the said last-mentioned



plans, and denoting a distance of 3 furlongs from the commencement of the said Harbour Line.

A railway, hereinafter called Railway No. 5, situate wholly in the parish of Ystrad Meyric, otherwise Yspytty Ystrad Meuric, in the county of Cardigan, commencing by a junction with the intended Railway No. 4, in a field known by the name of Waunisaf, in the parish of Ystrad Meyric, otherwise Yspytty Ystrad Meuric, in the county of Cardigan, belonging or reputed to belong to Richard Evans, Esquire, and in his own occupation, and terminating by a junction with the intended Railway No. 1, hereinafter described, in a field called Gors or Waun, in the said parish of Ystrad Meyric, otherwise Yspytty Ystrad Meuric, belonging to or reputed to belong to the Earl of Lisburne, and in the occupation of Thomas Parry.

A railway, hereinafter called Railway No. 6, situate wholly in the parish of Llanbadarn-fawr, and the town, borough, and liberties of Aberystwith, or one of them, in the county of Cardigan, commencing by a junction with the authorised harbour line of the Aberystwith and Welsh Coast Railway Company, in the parish of Llanbadarn-fawr, in the county of Cardigan, at or near a point about 1 furlong 7 chains from the point shown on the plans deposited for the purposes of the said Harbour Line with the Clerk of the Peace for the county of Cardigan, in November 1862, as the point at which the said Harbour Line will commence, and terminating by a junction with the Aberystwith and Welsh Coast Railway, in the parish of Llanbadarn-fawr, in the county of Cardigan, at a point 530 feet or thereabouts, measured along the said Aberystwith and Welsh Coast Railway in a southeasterly direction from the centre of the turntable which is situated at the terminus of the said Aberystwith and Welsh Coast Railway at Aberystwith.

The diversion of a public carriage road or highway, numbered 14, in the parish of Caron-ys-Clawdd, otherwise Tregaron, in the county of Cardigan, on the plans referred to in the Manchester and Milford Railway Act, 1860, such diversion commencing on the road leading from Llaugieitho to Tregaron, at a point on such road one furlong or thereabouts to the eastward of Tynygwndwn, and terminating on the road leading from Lampeter through Bettws Bledrws to Tregaron, at or near the milestone on such road denoting one mile from Tregaron and ten miles from Lampeter, and being wholly situate in the parish of Caron-ys-Clawdd, otherwise Tregaron, in the county of Cardigan.

The widening and enlargement of a certain public carriage road in the parish of Llanllwni, in the county of Carmarthen, such widening or enlargement commencing at or near the point on such road crossed by the railway of the Company, and terminating at or near the point where the road proposed to be widened joins the public highway leading from Felindref to Llanllwni Bridge, and being wholly situate in the last-mentioned parish.

And it is proposed by the intended Act to carry the railway authorised by "The Manchester and Milford Railway Act, 1860," across the road numbered 66 in the parish of Llandewi-brefi, in the county of Cardigan, on the plans referred to in that Act, on the level thereof.

And it is proposed by the intended Act to authorise the Company and the Aberystwith and Welsh Coast Railway Company, to make and maintain jointly, and for their joint use, a station or stations at Aberystwith, with all proper and convenient approaches, yards, works, and conveniences connected therewith, to appoint joint committees for the management thereof, and to apply their respective corporate funds to the purposes aforesaid.

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And it is proposed by the intended Act to authorise deviations from the lines and levels of the railways and works, as shown upon the plans and sections hereinafter referred to, within the limits usually authorised by Parliament, or to be prescribed by the said Act, and to confer upon the Company power for the compulsory purchase of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, for the purposes of the intended railways, diversion and enlargement of roads, and also in the parish of Llandewi-brefi, in the county of Cardigan, for the purposes of the authorised railway of the Company, such lands being situate or bounded as follows, that is to say:—on the north side in part by the River Teifi, and in part by lands belonging to James Loxdale, Esquire, and on the south by lands belonging to John Inglis Jones, Esquire.

And it is proposed by the intended Act to revive and extend the respective times limited by the Manchester and Milford Railway Act, 1860, for the exercise of the powers of compulsory purchase of lands and completion of works thereby authorised, and to confer powers upon the Company, and Aberystwith and Welsh Coast Railway Company respectively, or either of them, to purchase lands and buildings by agreement, for any of the purposes aforesaid, or of their respective undertakings, and to stop up a certain highway or road numbered 21 in the parish of Llanllwni, in the county of Carmarthen, on the plans referred to in the Manchester and Milford Railway Act, 1860, and to stop up, alter, or divert, temporarily or permanently, all or any roads, streets, highways, railways, tramways, rivers, streams, reservoirs, canals, navigations, waters, watercourses, mains, pipes, bridges, telegraphic wires or apparatus, erections, or works of any description which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with any land or building to be purchased, or which would or might in any way prevent or interfere with carrying into effect any of the objects of the intended Act, and to confer other rights and privileges, and to levy tolls, rates, duties, and charges, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, or charges.

And it is proposed by the intended Act to authorise the Company to make, complete, and maintain the whole or any part, or so much as is not completed by the Aberystwith and Welsh Coast Railway Company, of the Harbour Line of that Company, and to have and exercise all the powers, rights, privileges, and authorities of that Company for making, completing, and maintaining the same, and all necessary or convenient approaches, stations, works, and conveniences connected therewith (including powers for the compulsory purchase of lands, and of levying tolls, rates, duties, and charges), and all such other powers, rights, privileges, and authorities for the purposes aforesaid as may be necessary or convenient.

And it is proposed by the intended Act to confer powers upon the Company and the Aberystwith and Welsh Coast Railway Company respectively, to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the said Harbour Line as may have been made or completed or comprised in the undertaking of the other of them, and the approaches, stations, works, and conveniences connected therewith, upon such terms and conditions as may be agreed upon between them, or failing agreement, as may be settled by arbitration, or otherwise, as may be prescribed in or provided for by the intended Act.

And it is proposed by the intended Act to enable the Carmarthen and Cardigan Railway Company and the Company, or either of them, to lay down a mixed gauge on the Carmarthen and Cardigan Railway, between the point of junction of the Company's railway with the Carmarthen and Cardigan Railway, in the parish of Llanfihangel-ar-arth, in the county of Carmarthen, and the Carmarthen station on the Carmarthen and Cardigan Railway, with power to the Company to run over and use with their engines and carriages, and to be carriers upon such portion of the Carmarthen and Cardigan Railway over which it is proposed to lay such mixed gauge, upon such terms as to tolls, rates, duties, and charges as may be mutually agreed upon between the Company and the Carmarthen and Cardigan Railway Company, or failing agreement, as may be settled by arbitration, or otherwise, as may be prescribed or provided for by the intended Act.

And it is proposed by the intended Act to enable the Company to use the Pencader and Carmarthen stations on the Carmarthen and Cardigan Railway, or either of them, jointly with that Company, or to have the separate use of a portion of such stations, and the booking and other offices, buildings, works, and conveniences connected therewith, upon such terms and conditions as may be mutually agreed upon between the Company and the Carmarthen and Cardigan Railway Company, or, failing agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided for by the intended Act.

And it is proposed by the intended Act to authorise the Company to abandon or relinquish the construction of so much of their railway as lies between the road shown and numbered 199 in the parish of Llangurig, in the county of Montgomery, on the plans deposited as in "The Manchester and Milford Railway Act, 1860," mentioned, and the intended point of junction of the railway first hereinbefore described with the Company's railway near Alltddu, and also the whole of the Company's authorised branch railway to Aberystwith, and to repeal all or certain of the powers of the Company with reference to the works to be so abandoned, and to relieve them from all penalties, contracts, and obligations with reference thereto, and to enable them to sell all or any of the lands which they may have purchased for the purposes of the works to be so abandoned, and which may not be required for other purposes of their undertaking, and to appropriate the monies to be produced by the sale thereof.

And it is proposed by the intended Act to authorise the Mid-Wales Railway Company, and the Swansea and Aberystwith Junction Railway Company respectively, to run over and use with their engines and carriages of every description, and to be carriers upon the said intended railways, and also the existing or authorised lines of the Company between the proposed junction therewith of the Swansea and Aberystwith Junction Railway and Alltddu aforesaid, and between Llangurig aforesaid and the terminus of the Manchester and Milford Railway at Llanidloes, and the stations thereon respectively, and the buildings, works, and conveniences at or belonging to or connected with such stations, or the railways to be so run over or used respectively, upon payment of such tolls or other remuneration, and upon such terms and conditions, and subject to such restrictions as shall be or shall have been mutually agreed upon between the Company and the Mid-Wales Railway or Swansea and Aberystwith Junction Railway Company, as the case may be, or failing agreement, as may be settled by arbitration, or otherwise, as shall be prescribed by the intended Act, and to authorise the said Companies, or any of them, to enter into

agreements with reference to all or any of the matters aforesaid, or for facilitating the collection, interchange, transmission, or conveyance of traffic at any stations on their respective system or over any of their railways, or otherwise, in any way relating to their undertakings or traffic, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to empower the Company on the one hand, and the Carmarthen and Cardigan, the Aberystwith and Welsh Coast, the Cambrian, the Swansea and Aberystwith Junction, and the Mid-Wales Railway Companies, or any one or more of them, on the other hand, to make, maintain, and use joint stations at or near the points of junction of the said intended and authorised railways of the Company, with the respective railways of those Companies, with all proper and convenient approaches, yards, works, and conveniences connected therewith respectively, to appoint joint committees for the management thereof respectively, and to apply their respective corporate funds to the purposes aforesaid. And also to enter into, and carry into effect contracts, agreements, and arrangements for or with reference to the maintenance, working, and using by any of the contracting parties of the railways and works of the other 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 arising therefrom, and the employment of officers and servants.

And it is proposed by the intended Act to enable the Company and any company by whom the intended railways, or any or either of them, may at any time hereafter be lawfully worked or used, to run over, work, and use with their engines, carriages, and waggons of every description, and with their clerks, officers, and servants, and for the purpose of traffic of all kinds, so much of the Aberystwith and Welsh Coast Railway as is situate between the commencement of that railway at Aberystwith and a point five furlongs from the said commencement, and also the Harbour Line of the Aberystwith and Welsh Coast Railway, including the Aberystwith station, together with all stations, sidings, watering-places, water platforms, approaches, turn-tables, and other works and conveniences connected with so much of the Aberystwith and Welsh Coast Railway, and the said Harbour Line as aforesaid, and with the said station, upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or as in case of difference shall be settled by arbitration.

And it is proposed by the intended Act to authorise the Company to apply to any of the purposes of the intended Act any of their corporate funds, and to issue any of their authorised capital not created or not issued, and to cancel or forfeit or take a surrender of all or any shares which may have been created or issued, but not fully paid up, and to re-issue the amount thereof, and to raise the capital to be so issued or re-issued; and also such new or further capital as they may require for any of the purposes aforesaid by the creation of new ordinary, preference, or guaranteed shares or stock, and by mortgage or otherwise.

And it is proposed by the intended Act to alter, amend, or repeal all or some of the provisions of the several local and personal Acts following, that is to say, 23 and 24 Vict., cap. 175; 24 and 25 Vict., cap. 150; 25 and 26 Vict., cap. 162; and 26 and 27 Vic., cap. 80, relating to the Manchester and Milford Railway Company, and all other Acts, if any, relating to that Company; Acts relating to

the Mid-Wales Railway Company, 22 and 23 Vict., cap. 63; 23 and 24 Vict., cap. 133; 24 and 25 Vict., cap. 65; 25 and 26 Vict., cap. 156; 26 and 27 Vict., caps. 2 and 80; and 27 and 28 Vict., cap. 142, and all other Acts relating to that Company; Act relating to the Swansea and Aberystwith Junction Railway Company, 27 and 28 Vict., cap. 175, and any other Acts, if any, relating to that Company; Acts relating to the Aberystwith and Welsh Coast Railway Company, 24 and 25 Vict., caps. 81 and 181; 25 and 26 Vict., caps. 176 and 212; 26 and 27 Vict., caps. 141 and 179; and 27 and 28 Vict., cap. 147, and any other Acts, if any, relating to that Company; Acts relating to the Carmarthen and Cardigan Railway Company, 17 and 18 Vict., cap. 218; 18 and 19 Vict., cap. 131; 19 and 20 Vict., cap. 68; 25 and 26 Vict., caps. 161 and 162; 26 and 27 Vict., caps. 166 and 169; 27 and 28 Vict., cap. 13, and any other Acts, if any, relating to that Company; Acts relating to the Cambrian Railways Company, 27 and 28 Vict., caps. 97, 147, 161, 262, and 263, and any other Acts, if any, relating to that Company.

And notice is hereby further given, that plans and sections in duplicate of the intended railways, level crossing, and diversion and widening of roads, and of the lands to be taken under the compulsory powers of the Act for any of the purposes thereof, books of reference to the plans containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith, and with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery, and that so much of the said plans, sections, and books of reference as relates to any parish or extra-parochial place, will be deposited in the case of a parish with the parish clerk of each such parish, at his residence, and in the case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the First day of December next, and will be accompanied by a copy of this Notice, and copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated 1st November, 1864.

*Howell and Morgan*, Solicitors, Machynlleth.

*Pritt, Sherwood, Venables, and Grubbe*,  
7, Great George-street, Westminster,  
Parliamentary Agents.

#### Ross and Monmouth Railway.

(Incorporation of Company; Power to make Railway from Ross to Monmouth; to use portions of the lines of the Hereford, Ross, and Gloucester, Coleford, Monmouth, Usk, and Pontypool, and Worcester, Dean Forest, and Monmouth Railway Companies; to make Working and other Arrangements with those Companies and the Great Western Railway Company; Joint Station at Monmouth; 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 hereinafter called "the Company," with the following or some of the following among other powers, that is to say:—

To make and maintain a railway, with all proper works, approaches, stations, and conveniences connected therewith, commencing by a junction with

the Hereford, Ross, and Gloucester Railway, at or about five chains from the east end of the passenger shed of the Ross Station of the last-mentioned railway, in the parish of Ross, in the county of Hereford, and terminating by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at a point about eleven chains from the east end of the tunnel on that railway, adjoining the Monmouth Station in the parish of Monmouth; and also by another junction with the said Coleford, Monmouth, Usk, and Pontypool Railway, at about the distance of thirteen chains eastward of the point where the said last mentioned railway crosses the turnpike road from Monmouth to Chepstow, in the parish of Dixton, in the county of Monmouth, which intended railway will 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—Ross, Walford, Goodrich, Glewston, Marston, Newcourt, Llangarren, Whitechurch, and Ganarew, in the county of Hereford; and Dixton, otherwise Dixton Newton, otherwise Dixton Hadnock, Monmouth, and Wyesham, in the county of Monmouth.

To purchase by compulsion or otherwise, lands, houses, and other property, 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 such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges.

To lay down rails on the said intended railway adapted to the passage of engines and carriages, on the broad as well as on the narrow gauge, or on one of such gauges; and also to cross, alter, divert, and stop up all highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, streams, and rivers, with which it may be necessary to interfere for the purposes of the said Act, or any of them.

To levy tolls, rates, and charges, for or in respect of the use of the said intended railway and works, or any of them; and to grant exemptions from the payment thereof, and to confer other rights and privileges.

To enable the Company and the West Midland, the Worcester, Dean Forest, and Monmouth, the Hereford, Ross, and Gloucester, the Great Western, and the Coleford, Monmouth, Usk, and Pontypool Railway Companies, or the Company, and any of the said other Companies, to make and carry into effect contracts and agreements, with respect to the working, maintenance, and management of the said intended railway, or any part thereof, by the said other Companies, or any of them; and with respect to the booking, forwarding, and interchange of traffic upon, between, and beyond the railways of the said Companies, or any of them respectively; and the division and apportionment of the tolls and profits arising in respect thereof.

To enable the Company, and the Coleford, Monmouth, Usk, and Pontypool, the West Midland, the Great Western, and the Worcester, Dean Forest, and Monmouth Railway Companies, to make and carry into effect arrangements and agreements for the joint construction, use, and management of a station or stations at or near Monmouth, with suitable works, approaches, and conveniences for the accommodation of traffic, whether in goods or passengers of the said Companies, or any of them, and also with respect to the working and use by the said Company of the Coleford, Monmouth, Usk, and Pontypool, and the Worcester, Dean Forest, and Monmouth Railways respectively, or any part thereof respectively; and also with respect to the booking, forwarding, and interchange of traffic

upon, between, and beyond the railways of the said Companies, or any part of them, and the division and apportionment of the tolls and profits arising in respect thereof.

To enable the Company, or any person or Company, working the said intended railway, to run over and use with their own engines, carriages, and waggons, or with engines, carriages, and waggons coming to or from the said intended railway, so much of the Hereford, Ross, and Gloucester Railway as lies between the junction of the said intended railway, therewith proposed to be authorized by the said Act, and the railway station at Ross aforesaid; and also to run into and to use the said station, and all sidings, watering places, booking offices, and other conveniences connected therewith; and also so much of the Coleford, Monmouth, Usk, and Pontypool Railway as lies between the junction of the said intended railway, therewith proposed to be authorized by the said Act, and the railway stations of the said last named Company at Monmouth and Wyesham aforesaid; and also to run into and to use the said last-mentioned stations, or either of them, and all sidings, watering places, booking offices, and other conveniences connected therewith, on payment of such tolls, rates, and charges, and on such terms and conditions as may be agreed upon, or as shall be prescribed or provided by the said intended Act.

To abolish the ferry over the River Wye, in the said parishes of Walford and Goodrich, called "Goodrich Boat Ferry."

To alter, amend, extend, and enlarge, or to repeal, so far as may be necessary for any of the purposes aforesaid, some of the powers and provisions of the several Acts following, or some of them, that is to say, the Acts (local) 14 and 15 Vict., cap. 40, relating to the Hereford, Ross, and Gloucester Railway Company; The Coleford, Monmouth, Usk, and Pontypool Railway Act, 1853; the Worcester, Dean Forest, and Monmouth Railway Act, 1863; 5 and 6 Wm. 4, cap. 107, 26 and 27 Vict., caps. 113 and 198, relating to the Great Western Railway Company, and all other Acts relating to the said Companies, or any of them.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

Duplicate plans and sections of the proposed railway, together with a published map showing the general course and direction thereof, with a book of reference to such plans, 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 at the office, in Hereford, of the Clerk of the Peace for the county of Hereford; and at the office, in Newport, of the Clerk of the Peace for the county of Monmouth; 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 parish in or through which the said intended railway will be constructed, together 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, then with the parish clerk of the adjoining parish.

On or before the 23rd day of December next, printed copies of the said intended Bill will be depo-

sited in the Private Bill Office of the House of Commons.

Dated the 8th day of November, 1864.

*Henry Minett, Ross,* } Solicitors  
*Povles and Evans, Monmouth,* } for the Bill.  
*William Bell, 26, Duke Street, Westminster,* Parliamentary Agent.

In Parliament—Session 1864-5.

South Wales and Great Western Direct Railway.

(Incorporation of Company—Construction of Railway between South Wales Railway, near Chepstow, and Great Western Railway, at Wootton Bassett—Working arrangements with Great Western Railway Company—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 incorporate a Company (hereinafter referred to as "The Company"), with power to make and maintain the railways following, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

1st. A railway to commence in the parish of Tidenham, in the county of Gloucester, by a junction with the South Wales Railway, at or near the eastern end of the bridge carrying that railway over the River Wye; thence to cross the River Severn by a bridge, and to terminate in the parish of Wootton Bassett, in the county of Wilts, by a junction with the Great Western Railway, at or near the Wootton Bassett Station, which intended railway will pass from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, (that is to say): Tidenham, Thornbury, Cromhall, Wickwar, Hawkesbury, Hilsley, Alderley, Oldbury on the Hill, and Didmarton, in the county of Gloucester; Sopworth, Sherston Magna, Sherston Parva, Pinkney, Easton Grey, Foxley, Bremilham, St. Mary Westport, St. Paul Malmesbury, Lea and Claverton, Brinkworth, and Wootton Bassett, in the county of Wilts.

2nd. A railway to commence in the parish of Thornbury, in the county of Gloucester, by a junction with the first-mentioned intended railway, at a point on the sea bank about 130 yards to the southward of the occupation road leading from Cowhill Farm to the said sea bank, and terminating in the parish of Almondsbury, in the said county of Gloucester, by a junction with the Bristol and South Wales Union Railway, at or near to the Pilning Station thereof; which last-mentioned intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Thornbury, Littleton-on-Severn, Elberton, Olveston, Alveston, Almondsbury, Aust, Northwick, and Henbury, all in the county of Gloucester.

To empower the Company to purchase by compulsion or agreement, lands, houses, and property, for the purposes of the intended Act; and also to levy tolls, rates, or charges, for and in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and charges. To vary, repeal, or

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

To authorise the crossing, stopping up, altering, or diverting of all turnpike and other roads, foot-paths, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them with which it may be necessary to interfere, in the construction and use of the said railway and works.

To enable the Company and the Great Western Railway Company to enter into and carry into effect contracts and agreements with respect to the working, maintenance, and use, by the Great Western Railway Company of the intended railways and works or any of them, or any part thereof, and the supply and maintenance of engines, carriages, and rolling stock, and other stock and plant for the same; and with respect to the conduct, regulation, and management of the traffic upon and over the said intended railways, or any of them, or any part thereof, and also of the stations, works, and conveniences connected therewith; and with respect to the fixing, levying, dividing, and apportioning of the tolls and charges arising from such traffic, and the tolls, charges, or other consideration to be paid for such user or otherwise, and to enable the Great Western Railway Company to levy tolls, rates, and charges on the intended railways and works, or any of them, or any part thereof; and to exercise all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

And the intended Act will provide for the appointment by the proposed Company and the Great Western Railway Company, of one or more joint Committees for carrying into effect the objects of the intended Act or any of them, and will confirm any agreement entered into between the two Companies prior to the passing of the said Act touching any of the matters aforesaid.

To alter, amend, and extend, and, if need be, to repeal all or some of the powers and provisions of the Act, local and personal, 5 and 6 William 4, cap. 107, and of any other Act or Acts relating to the Great Western Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant, plans and sections of the intended railways, bridge, and works, with a book of reference to such plans, a published map with the lines of railway delineated thereon, 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 Wilts, at his office at Marlborough, and with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; 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 in or through which the said railways and works are proposed 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 residence; and as regards any extra-parochial place with the parish clerk of some adjoining parish, at his residence.

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 9th day of November, 1864.

*Hargrove, Fowler, and Blunt*, 3, Victoria-street, Westminster, Solicitors for the Bill.

*Pritt and Co.*, 7, Great George-street, Westminster, Parliamentary Agents.

#### Wrexham and Minera Railway.

(Construction of new Railways; Purchase of Lands; Additional Capital; Levying of Tolls; Working and other Agreements with Great Western and London and North-Western Railway Companies; Powers to the last-named Companies to subscribe; Running Powers; Amendment of Acts, &c.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to enable the Wrexham and Minera Railway Company (hereinafter called "the Company") to carry into effect the purposes following, or some of them (that is to say):—To make and maintain the lines of railway following, or some of them, with all proper works, approaches, stations, and conveniences connected therewith respectively, viz.:

No. 1.—A railway commencing by a junction with the Minera branch of the Great Western Railway (Shrewsbury and Chester section), at or near to a point thereon 2 chains northwards of the 13 mile post from Chester on the said branch, in the township of Broughton, the ecclesiastical district of Brymbo, and the parish of Wrexham, in the county of Denbigh, and terminating by a junction with the branch railway which diverges from the Mold branch of the Chester and Holyhead Railway, at or near Padeswood station (and commonly called the Fridd or Leeswood branch) at a point about 100 yards northward of the point where the said Fridd or Leeswood branch is formed as intended to cross the public carriage road leading from the Fridd to Treiddyn, which said railway will pass through or into the parishes, townships, and extra-parochial or other places of Wrexham, Brymbo, Broughton, Hope, Hope Owen, Llanfynydd, Cymman, Uchymynydd Issa, Uchymynydd Ucha, Treiddyn, and Llanymynydd, in the counties of Denbigh and Flint.

No. 2.—A railway commencing by a junction with the before-mentioned Fridd or Leeswood branch of the Mold Branch Railway aforesaid, at or near to the pointsman's house of the Coppasiding, and between the 11th and 12th mile-post of the said first-mentioned branch, and terminating by a junction with the Mold Branch Railway aforesaid, at a point near the railway bridge over the River Alyn about  $\frac{1}{4}$  of a mile eastward of Llong station on the said Mold branch, and which said Railway No. 2 will pass through the several parishes, townships, extra-parochial or other places following, or some or one of them, that is to say, Hartshenth, Leeswood, Bistre, and Mold, in the county of Flint.

To purchase and take by compulsion, for the purposes aforesaid, or any of them, lands, houses, and other property, to vary or extinguish all existing rights and privileges connected with the lands, houses, and property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or any of them, and to confer other rights and privileges; and also to cross, alter, divert, and stop up such highways, turnpike, or other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers,

waters, and water-courses, as it may be necessary or expedient to cross, alter, divert, or stop up for the purpose of making and maintaining or using the said intended railways, or either of them, or any of the works, approaches, stations, or conveniences connected therewith respectively.

To enable the Company, if necessary, to raise and apply to the purposes aforesaid, or any of them, the capital which they are authorised to raise by shares or loans by the Wrexham and Minera Railway Act, 1861; and also to raise additional capital by means of shares or borrowing, or both.

To levy tolls, rates, and duties upon, or in respect of the said intended railways, stations, buildings, and works, and for the conveyance of passengers, animals, and goods thereon, to alter or vary the tolls now authorised to be taken by the said Company, the Great Western, and the London and North-Western Railway Companies, and to confer exemptions from the payment of such several tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To enable the Great Western Railway Company and the London and North-Western Railway Company, or either of them, to contribute towards the capital of the Company, and to hold shares, and to appoint directors therein, and to enable the said three Companies respectively, or either of them, to apply for such purposes the capital or funds which they are authorised to raise by any of the Acts relating to the said three Companies respectively, or to raise for the purpose aforesaid, if necessary, further sums of money by shares or mortgage, and either with or without a preference attached to such shares, as the said Companies respectively may think fit, and to confirm any arrangements or agreements made, or which may be made between the Company and the said other Companies, or either of them, or their directors, with reference to the matters aforesaid.

To empower the Company and the Great Western Railway Company to run over and use with engines, carriages, and waggons, so much of the before-mentioned Mold branch as will be between Mold and Padeswood station, and also the before-mentioned Leeswood or Fridd branch of the Mold branch which diverges from the same at or near Padeswood station aforesaid. And to enable the Company and the London and North-Western Railway Company to run over and use with engines, carriages and waggons the Minera branch of the Shrewsbury and Chester section of the Great Western Railway, and to enable the Great Western Railway Company and the London and North-Western Railway Company to use in a similar manner the railways of the Company.

To empower the Company and the Great Western and London and North-Western Railway Companies, or any two of them, to enter into arrangements or agreements with respect to the construction, maintenance, management, working, or use of the railways, stations, buildings, or works of the three Companies, authorised or to be authorised, or any part thereof, or the supply of rolling stock for the purpose; and with respect to the interchange of traffic passing over the respective railways of the three Companies, or any or either of them, and the apportionment of the tolls and profits arising therefrom; and to enable the three Companies, or either of them, to apply any portion of their income or capital to the purposes of any such arrangements or agreements, and to make provision for the management and use of the said railways and works, and the appointment of joint committees and other arrangements for the purpose.

To alter, amend, enlarge, or repeal, so far as may be necessary for the purposes of the said intended Act, the Wrexham and Minera Railway Act, 1861,

and the several Acts relating to the Great Western, Shrewsbury and Chester, London and North-Western, Mold, and Chester and Holyhead Railway Companies.

Duplicate plans and sections describing the lines and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, as also published maps with the said intended railways delineated thereon, and a copy of this notice as published in the London Gazette will on or before the 30th day of November, 1864, be deposited for public inspection in the office of the Clerk of the Peace for the county of Denbigh at Ruthin, and in the office of the Clerk of the Peace for the county of Flint at Mold; and a copy of so much of the said plans, sections, and books of reference as relates to each of the several parishes or ecclesiastical districts aforesaid, together with a copy of the said Gazette notice, will on or before the 30th day of November, 1864, be deposited for public inspection with the parish clerk of each such parish or district respectively at the place of abode of such parish clerk.

On or before the 23rd day of December, 1864, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated the 8th day of November, 1864.

*Longueville Williams, and Jones, Oswestry,  
Solicitors for the Bill.*

#### Newport and Usk Railways.

(Incorporation of Company; Construction of Railways; Agreements with and Running Powers over Railways of other Companies; 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 (hereinafter called "the Company"), to make and maintain the railway and branch railway hereinafter described, together with all necessary stations, sidings, approaches, works, and conveniences connected therewith, namely:—

A railway commencing in the parish of St. Woollos, in the county of Monmouth, by a junction with the Eastern Valleys line of the Monmouthshire Railway and Canal Company at or near the distance post on that line, denoting one mile and a half, and terminating in the hamlet of Gwehelog, in the parish of Usk, in the said county, by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway at or near the distance post on the last-mentioned railway, denoting  $5\frac{1}{4}$  miles.

A branch railway, commencing in the parish of Usk, by a junction with the proposed railway before described, at a point about 25 yards north-west of the centre of the culvert at Pontliffon, carrying the turnpike-road from the town of Usk to the town of Chepstow over the brook called Alway, and terminating in the said hamlet of Gwehelog, in the parish of Usk, in the said county, by a junction with the Coleford, Monmouth, Usk, and Pontypool Railway, at or near the bridge carrying the turnpike-road from Usk to Monmouth, over that railway, which said intended railway and branch railway will pass, or be made in, from, through, or into the parishes, townships, or extra-parochial and other places following, or some of them (that is to say):—St. Woollos, Malpas, Llangattock-juxta-Caerleon, Caerleon, Christchurch, Kemys Inferior, Llannhennock, Llantri-



saint, Llanllowell, Llangeview, Usk, and the hamlet of Gwehelog, in the parish of Usk, all in the county of Monmouth.

The intended Act will empower the Company to exercise all or some of the following powers:—

To cross, divert, alter, or stop up, either temporarily or permanently, roads, highways, streams, sewers, rivers, bridges, canals, railroads, and tram-roads, within or adjoining the parishes, extra-parochial, and other places aforesaid, or any of them.

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments, for the purposes of the said proposed railway, branch railway, and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railway, branch railway and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act; and to confer other rights and privileges.

And it is intended by the said Act to empower the Company on the one hand, and the Monmouthshire Railway and Canal Company, and the Coleford, Monmouth, Usk, and Pontypool Railway Company, and the Great Western Railway Company, or any or either of them, on the other hand, to make and carry into effect agreements with respect to the maintenance and management, use, and working of the railways of the company, and the conveyance of traffic thereon, the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic, and the supply and maintenance of engines, stock, and plant.

The intended Act will empower the Company and all companies and persons working or using their railways, to run over, work, and use with engines, carriages, and wagons, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions, to be prescribed by the Act, or (failing agreement) settled by arbitration;

1. So much and such parts of the lines of the Monmouthshire Railway and Canal Company, as are situated between the commencement of the intended railway first before described and the several termini of those lines at Newport and between Newport and the junction at Bassalleg, with the Brecon and Merthyr Tydfil Junction Railway (late the old Rumney Railway);

2. So much of the Coleford, Monmouth, Usk, and Pontypool Railway as is situated eastward of a point distant quarter of a mile to the west of the Usk station of that railway;

Together with all terminal and other stations, shipping places, junctions, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraph signals and machinery, in and upon those portions of railway respectively, and to require the companies and persons owning and working those portions of railway respectively, to afford and render all necessary facilities and services for the purposes aforesaid.

And it is proposed, so far may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge or repeal all or some of the powers and provisions of the several Acts of Parliament following, or some of them, namely, Local and Personal Acts, 5 and 6 William IV., cap. 107; the Great Western Railway (West Midland Amalgamation) Act, 1863, and the Great Western Railway (South Wales Amalgamation Act) 1863, and of all other Acts

relating to the Great Western Railway Company; 32 George III., cap. 102; 37 George III., cap. 100; and (local and personal) Acts; 42 George III., cap. 115; and of all other Acts relating to the Monmouthshire Railway and Canal Company, and the (local and personal) Acts 17 Vic., cap. 217, and 24 and 25 Vic., cap. 197, and of all other Acts relating to the Coleford, Monmouth, Usk, and Pontypool Railway Company.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Company's Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th of November, in the present year, with the Clerk of the Peace for the county of Monmouth, at his office in the town of Newport; and 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 and works will be made, together with a copy of the said Gazette notice, will be deposited, on or before the 30th day of November, in the present year, with the parish clerk of each such parish, at his residence; and as regards any extra-parochial place with the parish clerk of some immediately adjoining parish, at his residence.

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

Dated this 10th day of November, 1864.

*Edward Strick, Swansea,*  
*Secretan, Woodhouse, and*  
*Colborne, Newport, Mon-*  
*mouth,*  
*William Bell, 26, Duke-street, Westminster,*  
*Parliamentary Agent.*

#### Burnley Market.

Dissolution of present Company and Incorporation of Company; Establishment and Enlargement of Market; Acquisition of Lands; Powers to Raise Money and Levy Tolls and Rates; Regulation of Capital; Sale of Portions of Land; Power to Burnley Corporation to Subscribe to the Undertaking; Amendment and Repeal of Acts and other matters.)

**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 following purposes, that is to say:—

1. To dissolve The Burnley Market Company Limited (hereinafter called "the present Company"), and to annul their memorandum and articles of association; and to provide for the winding up of their affairs.

2. To incorporate all or some of the shareholders of the present Company, either alone or with other persons, into a Company, hereinafter called "the Company," for the purpose of establishing, or making, maintaining and regulating markets, market-houses, market-places, corn-exchanges, and other works and conveniences.

3. To vest in the Company the market land and buildings, as well of the present Company as of the Company of proprietors of the market-place,

Burnley, in the borough and township of Burnley, in the parish of Whalley, in the county of Lancaster.

4. To authorize the Company to take, by compulsion or agreement, lands and buildings in the borough and township of Burnley.

5. To authorize the Company to take, by compulsion or agreement, and appropriate, and to extinguish all rights of way and other rights in and over Curzon-street East, Rodney-street, Middle Rodney-street, Rodney-court, Poke-street, Fountain-street, and Fountain-court, in the borough and township of Burnley, which are vested in or under the management of the mayor, aldermen, and burgesses of the borough of Burnley.

6. To authorize the Company to widen and improve New Market-street on the western-side thereof, from St. James-street northwardly to a point  $21\frac{1}{2}$  yards from St. James-street; and to widen and improve Chancery-street on the eastern and western sides thereof respectively, from St. James-street to Howe-street; and to widen and improve St. James-street on the south-western side thereof, from St. James's-row to Coal-street, and from Hammerton-street south-eastwardly to a point 20 yards 6 inches from Hammerton-street respectively, all in the borough and township of Burnley; and which streets are also vested in, or under the management of the mayor, aldermen, and burgesses of the borough of Burnley.

7. To authorize the Company, on all or some of the lands and sites of buildings and streets so vested in and taken by them, to establish, make, maintain, and regulate new, and extend existing markets, market-houses, market-places, corn-exchanges, slaughter-houses, and other market and public buildings, works, and conveniences; and otherwise to appropriate parts of the same lands and sites; and to sell the same and grant leases thereof.

8. To vary and extinguish rights and privileges connected with those lands, buildings and streets; and other rights and privileges.

9. To prohibit the holding of markets in streets in the borough and township of Burnley, and in the township of Habergham Eaves, in the parish of Whalley; and the holding of the Victoria market in the borough and township of Burnley; and the holding of any other markets in the borough and township of Burnley; and in the township of Habergham Eaves, not being the Company's markets; and to vary, alter, and extinguish rights and privileges relating to existing markets there.

10. To authorize the Company to stop up, divert, alter, and interfere with public streets, highways, footways, sewers, drains, and other works and conveniences.

11. To provide for the vesting in the Company, by purchase, lease, or otherwise, of rights and franchises of holding markets within the borough and township of Burnley; and taking tolls thereat.

12. To confer on the Company power to levy and take tolls, rents, rates, stallages, duties and other payments; and to alter and extinguish existing tolls, rents, rates, stallages, duties, and other payments; and to confer, vary, and extinguish exemptions from payment of tolls, rates, rents, stallages, duties, and other payments; and to confer, vary, and extinguish other rights and privileges.

13. To confer upon the Company all powers, rights, and privileges incident to a market Company, or convenient for carrying their undertaking into effect; and to make all provisions usually made by Acts for market Companies; and to confirm agreements relating to any of the objects of the intended Act.

14. To amend or repeal provisions of the "Burnley Improvement Act, 1854," especially sections 166, 167, and 168.

15. To provide that section 50 of the "Local Government Act, 1858," or parts thereof, shall not have effect with respect to the corporation of Burnley.

16. To empower the corporation of Burnley to contribute towards the undertaking; and to take and hold shares in the Company; and to advance money to the Company; and to accept mortgages, bonds, or rent-charges, or shares of the Company in compensation for property taken or interfered with; and for all or any of those purposes to apply their borough fund, and other corporate funds and revenue, and to confirm agreements relating thereto.

17. To incorporate with the intended Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845; and "The Companies Clauses Act, 1863;" and "The Lands Clauses Consolidation Act, 1845;" and "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Markets and Fairs Clauses Act, 1847."

The intended works will be made, maintained varied, extended, or enlarged in the borough and township of Burnley, in the parish of Whalley; and the boundaries or termini thereof will be the river Brun northwardly and north-eastwardly, Fleet-street eastwardly, Nile-street and Howe-street southwardly, and Curzon-street westwardly.

A plan and section, in duplicate, describing the line situation and levels of the intended works and the lands and buildings and streets proposed to be taken under the intended Act, and in or through which the works will be made, together with a book of reference thereto containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of the same 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 Lancaster at his office in Preston, in the county of Lancaster; and a copy of the plan and section and book of reference, and of this notice, as so published, will be deposited for public inspection with the parish clerk of the parish of Whalley, at his residence; and the deposits will be made on or before the 30th day of November, 1864.

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, 1864.

*Handsley and Tattersall*, Burnley, Solicitors for the Bill.

*C. Tahourdin*, 1, Victoria-street, Westminster, Parliamentary Agent.

"Mevagissey Pier and the General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act."

(Memorial for Provisional Order to confer powers to reconstruct, enlarge, and extend the existing Pier at the Town of Mevagissey, in the county of Cornwall; to raise and apply additional Capital for the purpose; to repeal or amend the existing Act, and make other provision in lieu thereof; to levy new Tolls and alter existing Tolls; to confer, vary, or extinguish exemptions from Tolls, to alter constitution of the Trust, and provide for the Appointment or election of future Trustees, and for other purposes.)

NOTICE is hereby given, that application is intended to be made to the Right Honourable the Lords of the Committee of Her Majesty's

Privy Council for Trade and Foreign Plantations, on or before the twenty-third day of December next, by the trustees acting under the Act 15 Geo. 3, chap. 62, for completing and maintaining the pier and harbour at the town of Mevagissey, in the county of Cornwall, for a provisional order under the powers of "The General Pier and Harbour Act, 1861," and "The General Pier and Harbour Act, 1861, Amendment Act," for all or some of the several purposes following (that is to say):—

To repeal, alter, amend, extend, and enlarge all or some of the provisions of the said Act, for completing and maintaining the pier and harbour at Mevagissey, in this notice called the existing Act, and to make other provisions in lieu thereof; to levy and take tolls, rates, and duties, upon or in receipt of the said pier, harbour, and works, from all persons using the same, and from all vessels, fish, goods, animals, merchandize, and things embarked or disembarked thereat, or loaded or unloaded, or brought on to or over the same, and from time to time to alter the existing tolls, rates, or duties, to confer, vary, or extinguish from time to time exemptions from the payment of or to enter into composition with any person or persons with respect to such tolls, rates, or duties, and to confer other rights and privileges, and also to vary or extinguish any regulation, right, or privilege, now existing as to the use or enjoyment by any person or persons of so much of the soil between low water mark and high water mark, and of the foreshore, as may be occupied by the said pier, harbour, and works.

To constitute the existing trustees acting under the said Act, the trustees under the said provisional order, and to provide for the appointment or election of future trustees, and to incorporate such trustees, and for filling up vacancies by retirement or otherwise, and for regulating their meetings and proceedings, and to enable them to sue and be sued, prosecute, and defend, in the name of their clerk, or of any trustee, and for vesting in such trustees as a body corporate, all the works and property now vested in, or belonging to, or to be hereafter acquired by, such trustees.

To confer additional and new powers upon the trustees and their quay-master, officers, and servants, and to impose penalties on persons disobeying their orders, or in any way acting contrary thereto.

To extend and make applicable the purposes of the said provisional order, and to incorporate with the said order all or any of the powers and provisions of "The Commissioners Clauses Act, 1847;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Harbours, Docks, and Piers Clauses Act, 1847;" and any other powers and provisions which may be deemed necessary; to raise additional money upon the credit of the revenue arising from the said pier, harbour, and works, for the purposes of the said provisional order, and to mortgage or charge the revenue to arise under the said provisional order, for such purpose, and to alter and vary the application of the revenue of the trustees under the said Acts, saving and without prejudice to the rights and interests of the several bodies and persons now having charges thereon.

To authorise the present trustees and their successors to alter, extend, and improve the existing pier at Mevagissey and the quays, wharfs,

docks, ways, passages, and approaches to the said pier, and for those purposes to construct and maintain the several works following, or some of them (that is to say):—

A breakwater containing a surface area of about two acres, the sea side extending from the outer part of a rock commonly called Benny's Island, to the outer part of a rock called the Black Rock, about 480 feet long, the harbour side extending from that part of the eastern arm and wharf of the present pier adjoining the Gurnets, to the said Black Rock, about 480 feet, and an arm and wharf about 400 feet long, extending from the said Black Rock (and being a continuation of the said breakwater) in a southerly direction.

An extension of the eastern end of the present northern wharf for about 165 feet, so as to connect it with the eastern arm and wharf of the present pier.

A short arm, about 219 feet in length, extending in a north-easterly direction, from a point commonly called Point Stuckham.

A wharf about 120 feet long, to connect the present northern wharf with the jetty commonly called the jetty-head.

A wharf about 99 feet long to connect the said jetty with the present western wharf.

A wharf extending along the western side of the harbour under the cliff, from the base of the said short arm, until it meets the western wharf of the present pier near the doorway commonly called the quay-door, about 849 feet in length.

With all proper works, approaches, landing-places, and other conveniences connected therewith, for the embarking and landing thereat passengers, animals, goods, and minerals, and for the recreation and convenience of the inhabitants and visitors of the town of Mevagissey, the whole of which proposed new pier and works, will be situate in the town of and parish of Mevagissey, in the county of Cornwall, and in the sea or British Channel adjoining the same.

And notice is also hereby given that on or before the 30th day of November instant a copy of this notice as published in the London Gazette and local newspapers, and also a proper plan and sections of the proposed pier, harbour, and works, will be deposited for public inspection with the Clerk of the Peace for the county of Cornwall, at his office at Saint Austell, in the said county, and at the Custom-house of the Port of Fowey, and at the office of the Board of Trade, Whitehall, London.

And notice is hereby given, that on or before the twenty-third day of December next, printed copies of the proposed provisional order will be deposited at the office of Messieurs Shilson, Coode, and Company, at Saint Austell, the Solicitors of the said trustees, and also at the office of their London Solicitors or Agents, Messieurs Coode, Kingdon and Cotton, 10, King's Arms Yard, Moorgate-street, and of their Parliamentary Agents, Messieurs Durnford and Company, 39, Parliament-street, Westminster, at either of which office copies of the said provisional order, can be obtained by all persons applying for the same on payment of the sum of one shilling for each copy.

Dated this seventeenth day of November, 1864.

*Shilson, Coode, and Co., St Austell;*

*Coode, Kingdon, and Cotton, 10, King's Arms-yard, Moorgate-street, London, Solicitors for the said Provisional Order.*

## Stockton and Middlesbrough Road.

(Powers to Construct New Roads between Middlesbrough and East Coatham; to Raise Further Moneys and Purchase Private Roads and Lands; Continuation of Term; Repeal or Alteration and Amendment of Existing Act; Alteration of Tolls and Application of Revenue; Powers to Owners of Private Roads; Repeal and 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 create a further term in the Stockton and Middlesbrough turnpike road, and to continue, alter, amend, and extend the powers and provisions of the local and personal Act 19 and 20 Vic., cap. 39, intituled "An Act to authorise the making of a turnpike road from the township of Thornaby to Middlesbrough, in the North Riding of the county of York, with a bridge over a creek or arm of the River Tees, and for other purposes," or wholly to repeal the said Act, and to grant further, better, and more effectual powers in lieu thereof, and in addition thereto, in which Bill powers and provisions will be inserted to authorise the trustees for putting the before-mentioned Act into execution (in this Notice called "the Trustees") to add to their trust, and make and maintain as turnpike the several roads or pieces of road hereinafter described, or some of them, that is to say:—

1. A road (herein called Road No. 1) commencing in the township, parish, and borough of Middlesbrough at the eastern end of the public highway in Middlesbrough, called Corporation-road, and at the point where that road joins the road leading from Middlesbrough to North Ormesby, and passing thence along or in the line of the private road belonging to the owners of the Middlesbrough estate, commonly and in this Notice called "the Middlesbrough owners," and terminating at the eastern end of that road at or near the point where the same is joined by the road called Marsh-road, in the township and parish of Ormesby, the whole of which said road No. 1 will be situate in the townships and parishes of Middlesbrough and Ormesby, or one of them.

2. A road (herein called Road No. 2) commencing in the said township and parish of Ormesby at the point where the before-mentioned private road is joined by the said road called Marsh-road, and proceeding thence in an easterly direction to and terminating at a point in a certain public highway called Cargo Fleet-lane, leading from Ormesby to Cargo Fleet, in the township and parish of Ormesby, 130 yards or thereabouts to the south of Cleveland Port Railway Station, the whole of which said road No. 2 will be situate in the said township and parish of Ormesby.

3. A road (herein called Road No. 3) commencing in the said township and parish of Ormesby, at or near the point at which the said road No. 2 terminates in the said Cargo Fleet-lane, and proceeding thence eastward in, into, and through the several townships and parishes of Middlesbrough, Cargo Fleet, Cleveland Port, Acklam, Linthorpe, Ormesby, North Ormesby, Normanby, Clay-lane, Eston, Eston Junction, Wilton, Lackenby, Lazenby, West Coatham, and Kirkleatham, or some of them, and terminating in the said township of West Coatham and parish of Kirkleatham, at a point in the public highway called West Coatham-lane, leading from Coatham to the Lazenby Station on the Middlesbrough and Redcar Branch of the North Eastern Railway, nearly opposite the said station.

4. A road (herein called Road No. 4) commencing in the said township of West Coatham and parish of Kirkleatham, at or near the point at which

the said road No. 3 terminates in the said public highway called West Coatham-lane, leading from Coatham to the said Lazenby station, nearly opposite to the said station, and proceeding thence in an easterly direction into and through the several townships and parishes of West Coatham, Lazenby, Wilton, Kirkleatham, East Coatham, Coatham, and Kirkleatham, and terminating in the township of East Coatham or Kirkleatham, in the public highway leading from Kirkleatham to East Coatham, called Coatham-lane, on the south side of the point where that lane is crossed on the level by the Saltburn branch of the North Eastern Railway, the whole of which said four several roads will be situate in the North Riding of the county of York.

To make and maintain in connection with the said new lines of road all such communications with other roads and works and conveniences as the Trustees may think necessary.

And it is intended by the said Bill to confer upon the Trustees powers for all or some of the purposes following, that is to say:—

To deviate from the lines of the said new roads, and to cross under or over, or on the level, break up, alter, or stop up, either temporarily or permanently, any roads, highways, railways, tramways, footpaths, streams, tidal and other waters, dams, watercourses, gas and water mains and pipes, and telegraph and other posts and wires, and other pipes sewers, and drains, and other works in the parishes, townships, and extra-parochial places aforesaid, or any parts thereof, which it may be necessary to cross, break up, alter, or stop up, for the purposes of the said new roads, or any of them; and to purchase by compulsion or otherwise, any lands, private roads, or other works or houses within the said parishes and townships, and places aforesaid, which may be required for the purposes of the said new roads, or connected therewith, or any roads, highways, footpaths, streams, and other works which may be interfered with by the said intended roads, or any of them, and to vary and extinguish any powers of taking tolls or other rights, privileges, or exemptions connected with the said lands, private roads, works, or houses, or with any roads or highways to be crossed or interfered with by the said new roads, or any of them, or with the lands adjoining the same respectively.

To form junctions with, and where necessary to alter the several highways, public or private roads, from or to which the said proposed new roads are intended to be made, and to form junctions with and alter any other roads or ways which may be crossed by the said intended roads, and to make turnpike any part of any public or private carriage road, bridle way, or other highway which may be in the line of the proposed new roads, or any of them, and which it may be necessary to take, use, or interfere with in the formation of the said new roads.

To enable railway companies or other companies, tenants for life, and other persons having limited interests, or under any incapacity, or any committees or trustees for them, or any of them, to sell lands, private roads, or houses required for the purposes of the said new roads, and to make any such sales binding upon all persons having any present, future, or contingent or other interests in the said lands, private roads, works, or houses, or any of them.

To levy and collect tolls, rates, and duties, for the use of the said existing roads, and also for the use of the said new roads, or any of them.

And to continue, vary, alter, or reduce the tolls now taken, or authorised to be taken, on the said roads, and to take increased and other tolls in lieu thereof, and new tolls in addition thereto.

To repeal some of the exemptions from toll contained in the General Turnpike Acts, and to confer,

vary, or extinguish exemptions from the payment of existing and proposed tolls, rates, or duties, and other rights and privileges, and to confer, vary, alter, and extinguish other rights, privileges, and exemptions.

To make further and additional provisions for the repair, improvement, and maintenance of the roads for the time being belonging to the said trust, and the regulation of the said trust, and the application or appropriation of the income or revenue thereof.

To raise money by mortgage or charge of the tolls of the said trust, and by subscription or otherwise, for the several purposes to be authorised by the said Bill, and to enable the ratepayers or local authorities of the several townships through which the said roads, or any of them, are intended to pass, and also the board of health of the district of the borough of Middlesbrough, to contribute money out of the highway or other rates of the said townships or borough towards the expense of constructing the said new roads, and to make any agreement for that purpose already entered into, or to be entered into by such local board and surveyors of highways or other local authority respectively on their behalf, obligatory on the ratepayers of the said borough and townships, and on the officers and persons acting for them, and to give powers to enforce payment of such contributions, and to enable the corporation of the borough of Middlesbrough, and other bodies, corporations, persons, and companies or partnerships interested in the district, to contribute money towards the purposes of the said Bill, and to give powers for enforcing payment thereof.

To enable the Trustees to raise by way of mortgage upon the tolls and revenues of the existing turnpike road, and of the roads to be authorised by the said Bill, or either of them, further and additional monies, for the purposes of the Stockton and Middlesbrough Road Act, 1856, and to confirm the acts and proceedings of the trustees under that Act, and to confer all necessary powers in connection therewith.

To alter and vary the application of the tolls and revenue to be levied and collected upon the said roads, and to alter or vary the existing provisions relative to the payment of the principal and interest of the existing and future mortgage, and other debts of the trust, and the proportion of tolls or other sums to be applied annually or otherwise, as a sinking fund for paying off the principal of such mortgage debts, and to fix and determine the mode of such payment, and if necessary to alter the present mode of payment, and to provide for continuing or altering the present or future rate of interest to be payable in respect of such debts, and generally to make such other provision for the future conduct and management of the said roads, and as to the number and situation of the tollgates to be set up and maintained on the said roads and the revenue thereof, as Parliament shall deem proper and necessary.

And it is intended to incorporate in the said Bill, and make applicable to the objects thereof, 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 usual and necessary powers and provisions for carrying the objects and purposes of the said Bill into effect.

And it is intended by the said Bill to repeal or amend so much of the Middlesbrough Improvement Act, 4 and 5 Vic. (local and personal), cap. 68, now incorporated with the Public Health Act, 1848, as

applied to the borough of Middlesbrough by the Public Health Supplemental Act, 1855, and also of any other Act of Parliament as would prohibit the trustees from collecting any toll, or repairing or laying out any money on the part of the said intended turnpike roads, or any of them, which will be within the limits of the borough of Middlesbrough.

And it is intended by the said Bill, so far as may be necessary for effecting the objects and purposes thereof, or otherwise, to repeal, alter, or amend, all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say, "The Middlesbrough Improvement Acts, 1841, 1856, and 1858;" "The Stockton and Middlesbrough Road Act, 1856;" "The Middlesbrough and Redcar Railway Act, 1845;" "The North Eastern and Stockton and Darlington Railways Amalgamation Act, 1863;" and any Act therein recited or referred to, and any other Act relating to the North Eastern Railway Company; "The Cleveland Railway Acts, 1858, 1861, and 1863;" "The Tees Conservancy and Stockton Dock Act, 1852;" "The Tees Conservancy Acts, 1854, 1858, and 1863," respectively; and any other Act the provisions of which will in any manner interfere with the carrying out of the objects of the said Bill, and particularly to alter and repeal all or any of the provisions of the said Acts or any of them which are now in force for the protection of the owner, lessee, or occupier, of any property to be affected by the said Bill, or for the protection or benefit of any public trustees or commissioners, corporation, or persons specifically named in such provision which it may be necessary to alter or repeal for any other of the purposes of the said Bill, and to make other provision in lieu of the powers and provisions so repealed, altered, or amended; and also, if need be, to alter or vary the tolls and charges authorised to be taken by or under any of the said Acts, and to grant exemptions from such tolls and charges, and other rights, privileges, and exemptions.

And notice is also hereby given that on or before the 30th day of November, 1864, duplicate plans and sections of the said new roads and of the lands and private roads to be taken for the purposes thereof, 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 North Riding of the county of York, at his office at Northallerton, in the said Riding, and on or before the said 30th day of November instant, a copy of so much of such plans, sections, and book of reference as relates to each parish and extra-parochial place in or through which the said new roads are proposed to be made, together with a copy of this Notice as published in the London Gazette, will in the case of a parish be deposited for public inspection with the parish clerk of 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 such extra-parochial place, at his place of abode.

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.

Dated this 12th day of November, 1864.

*John S. Peacock, Middlesbrough,* } Solicitors.  
*Dodds and Trotter, Stockton,* }

*Durnford and Co., 39, Parliament-street,*  
*London, Parliamentary Agents.*

## Session 1865.

Carnarvon, Beddgelert, and Port Madoc, and Carnarvon, Pen-y-Groes, and Pwllheli, Direct Railways.

(Incorporation of Company—Power to make Railways from Carnarvon to Beddgelert, Port Madoc, Pen-y-Groes, Pwllheli, and Nantlle—Arrangements with other Companies—and 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 incorporate a Company (hereinafter called "The Company") for all or some of the following purposes, that is to say:—

To make and maintain the following railways, with all proper stations, works, and conveniences, connected therewith respectively, that is to say:—

No. 1.—A railway commencing in the parish of Llanbeblig, in the county of Carnarvon, by a junction with the Bangor and Carnarvon Railway, at a point seventy-five yards, or thereabouts, to the north of the seventh mile-post from Bangor on the said railway, passing thence from, in, through, or into the several parishes, townships, and places following, or some of them, that is to say—Carnarvon, Llanbeblig, Llanwnda, Bettws Garmon, Llandwrog, and Beddgelert, all in the county of Carnarvon, and terminating in the said parish of Beddgelert, in a field called Llwyn Prior, part of the farm of Cwm Cloch, belonging to David Muckleston Allen, Esq., and in the occupation of William Williams.

No. 2.—A railway commencing by a junction with railway No. 1 at the terminus thereof, in the parish of Beddgelert, in the said field called Llwyn Prior, passing thence in, from, through, or into the several parishes, townships, and places following, or some of them, that is to say—Beddgelert, Nantmor, and Llanfrothen, in the county of Merioneth, Beddgelert, Llanfihangel-y-pennant, Penmorfa, and Ynyscynhaiarn, in the county of Carnarvon, and terminating by a junction with the Aberystwyth and Welsh Coast Railway in a field in the last mentioned parish numbered 22 on the plan of the Aberystwyth and Welsh Coast Railway, deposited in the month of November, 1860, with the Clerk of the Peace for the county of Carnarvon, and with the parish clerk of the said parish of Ynyscynhaiarn.

No. 3.—A railway commencing in the said parish of Llanbeblig by a junction with railway No. 1, in a field called Caepenllydan, part of the farm called Cefnywerthyd, the property of Wynne Griffith, Esquire, in the occupation of Ellis Griffith, passing thence in, from, through, or into the several parishes, townships, and places following, or some of them, that is to say—Llanbeblig, Llanwnda, Llandwrog, and Llanllyfni, in the said county of Carnarvon, and terminating in the said parish of Llanllyfni, in a field called Cae'rfron, part of the farm of Hendy, the property of George Augustus Huddard, Esquire, and in the occupation of Thomas Jones.

No. 4.—A railway commencing by a junction with railway No. 3, at the terminus thereof, in the said field called Cae'rfron, in the said parish of Llanllyfni, passing thence in, from, through, or into the several parishes, townships, and places following, or some of them, that is to say, Llanllyfni, Llandwrog, Clynogfawr, Llanaelhaiarn, Llangybi, Llanarmon, Carngiwch, Llanor, and Denio, in the said county of Carnarvon, and terminating in a field or piece of land in the last mentioned parish numbered 8 on the plan of the Aberystwyth and Welsh Coast Railway, deposited in November, 1860, with the Clerk of the Peace of the said county of Carnarvon, and with the parish clerk of the said parish of Denio.

No. 5.—A railway commencing by a junction with railway No. 3, at the terminus thereof, in the said field called Cae'rfron, in the said parish of Llanllyfni, passing thence in, from, through, or into the several parishes, townships, and places following, or some of them, that is to say, Llanllyfni and Llandwrog, in the said county of Carnarvon, and terminating in a field called Cae'rberllan, part of the farm of Nantlle, in the said parish of Llandwrog, the property of Hugh Robert Hughes, Esquire, and in the occupation of Mr. John Lloyd Jones.

The intended Act will confer upon the Company all or some of the following powers, viz.—

To cross, stop up, alter, or divert, temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial and other places, or any of them as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said intended railways or any works in connection therewith.

To purchase, by compulsion and otherwise, lands, houses, and other property for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works; and to confer other rights and privileges; and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works; to confer exemptions from the payment of tolls, rates, and duties; and to confer, vary, or extinguish other rights and privileges.

To enable the Company and the London and North Western, the Carnarvonshire, the Nantlle, and the Aberystwyth and Welsh Coast Railway Companies, or the Company and any one or more of those Companies, to enter into and carry into effect contracts and agreements with respect to the working, maintenance, and use of the said intended railways, or any or either of them, or any part thereof, and the supply of engines, carriages, and rolling stock for the purposes thereof, and the conduct, regulation, interchange, and management of the traffic upon or over the said intended railways or any part thereof; and also for affording facilities for the transfer and transmission of traffic passing to and from the railways of the Company from or to the railways or canals of the said Companies, or any one or more of them; and for the fixing, levying, dividing, and apportioning of tolls and charges arising from such traffic; and to enable the said Companies, or any one or more of them, to levy tolls on the railways of the Company or any part thereof, and if necessary or expedient, to provide for the appointment of a joint committee for the purposes aforesaid, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

And it is proposed to incorporate in the said Act all or some of the provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And it is also proposed, so far as may be necessary, for all or any of the purposes of the said intended Act, to alter, amend, extend vary, or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz.—3 and 4 Wm. IV., cap. 36, and 9 and 10 Vic., cap. 204, and 21 and 22 Vic., cap. 130, and of all other Acts



relating to the London and North Western Railway; 14 and 15 Vic., cap 21, and 17 and 18 Vic., cap. 168, relating to the Bangor and Carnarvon Railway; and 24 and 25 Vic., cap. 181, and of all other Acts relating to the Aberystwyth and Welsh Coast Railway.

And notice is hereby given, that duplicate plans and sections of the said intended railways and works, and of the lands, houses, and property, proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the respective owners, lessees, and occupiers of such lands, houses, and property, and 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 on or before the 30th day of November instant, with the Clerk of the Peace for the county of Carnarvon, at his office in Carnarvon, and with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelly; and that a copy of so much of the said plans and sections, and books of reference respectively, as relates to the several parishes in or through which the said intended railways and works are proposed to be made, or in which lands, houses, and other property, proposed to be taken or appropriated for such railways and works are situate, 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 parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish, at his place of residence.

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 10th day of November, 1864.

*R. D. Williams*, Carnarvon, Solicitor.

*W. Bell*, 26, Duke-street, Westminster,  
Parliamentary Agent.

London, Brighton, and South-Coast Railway.

(St. Leonard's Line and Deviations.)

(Railways from St. Leonards to the authorized Ouse Valley and Tunbridge Wells and Eastbourne Lines, and Deviations in those Lines; Amendment of Acts; and other Purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next Session, by the London, Brighton, and South-Coast Railway Company (hereinafter called "the Company"), for an Act for the following objects, or some of them, that is to say:—

To make and maintain the railways hereinafter described, with all proper and convenient approaches, stations, sidings, and conveniences connected therewith respectively, and that is to say:—

No. 1. A railway to commence in the parish of Saint Leonards, in the county of Sussex, near to and westward of the Company's station there, and at or near to the point where the Hastings branch of the London, Brighton, and South-Coast Railway passes over the public highway leading from Saint Leonards to Bexhill, and to terminate in the parish of Hellingly, in the same county, by a double junction with the railway secondly described in, and authorized by "The London, Brighton, and South-Coast Railway (Ouse Valley Line) Act, 1864," one of such junctions being at a point 12 chains or thereabouts southward of Hellingly Church, and at or near to the point marked 8 miles 7 furlongs, in the field numbered on the deposited plans of "The London, Brighton, and South-Coast Railway (Ouse Valley Line) Act, 1864," 44, in the parish of Hellingly, and the other of such

junctions being at the point where the said authorized line is intended to cross the turnpike-road, leading from Horse-bridge to Amberstone-gate, 20 chains or thereabouts eastward of the bridge called Horse-bridge; which said intended railway will 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:—St. Leonards, Hollington, Bexhill, Crowhurst, Catsfield, Ninfield, Ashburnham, Wartling, Herstmonceaux, Hailsham, and Hellingly, all in the county of Sussex.

No. 2. A railway to commence in the parish of Herstmonceaux, in the same county, by a junction with the last-mentioned intended railway, at a point 54 chains or thereabouts east of the four cross-roads at Stunt's-green, and 18 chains or thereabouts north of the junction of the public highway leading from Stunt's-green to Gardener-street, with the turnpike road leading from Hailsham to Hastings, and to terminate in the parish of Warbleton, in the same county, by a junction with the railway first described in, and authorized by "The London, Brighton, and South-Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864," at or near and westward of Stream Farm House, and near the point at which the same railway is authorized to cross the public highway, numbered on the deposited plans of that railway 35, in the parish of Warbleton, which said intended railway will 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:—Herstmonceaux, Wartling, and Warbleton, all in the county of Sussex.

To make a deviation (No. 1) in the line and levels of the railway first described in, and authorized by, "The London, Brighton, and South-Coast Railway (Ouse Valley Line) Act, 1864," commencing in the parish of Cuckfield, in the county of Sussex, by a junction with the main line of the London, Brighton, and South-Coast Railway, at a point thereon two chains or thereabouts to the southward of the south end of the viaduct which carries the said main line over the River Ouse, called the Ouse Viaduct, and terminating in the parish of Lindfield, in the same county, by a junction with the said authorized railway, at or near the point marked on the deposited plans relating thereto, one mile one furlong, and at or near a farmhouse called Kenward Farm House, belonging to the Right Honourable the Earl of Chichester, and occupied by Thomas Bannister, which intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Cuckfield, Ardingly, and Lindfield, all in the county of Sussex.

To make a deviation (No. 2) in the line and levels of the same authorized railway, commencing in the said parish of Lindfield, by a junction with the said authorized railway, at or near the point marked on the deposited plans relating thereto, three miles three furlongs, and in a field on the said plans numbered 103, in the parish of Lindfield, and terminating in the parish of Fletching, in the same county, by a junction with the same authorized railway, at or near the point marked on the deposited plans relating thereto, six miles five furlongs, and also at or near, and to the westward of a farm house called Bonswick Farm, which last-mentioned intended railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Lindfield, Horsted Keynes, Chailey, Newick, and Fletching, all in the county of Sussex.

To make a deviation (No. 3) in the line and

levels of the railway first described in, and authorized by, "The London, Brighton, and South-Coast Railway (Tunbridge Wells and Eastbourne Line) Act, 1864," commencing in the parish of Rotherfield, in the county of Sussex, by a junction with that intended railway, at or near Town Row, and at or near the point marked on the deposited plans relating thereto, 1 mile 6 furlongs, and terminating in the parish of Heathfield, in the same county, by a junction with the same authorized line, 3 chains or thereabouts south of the point marked on the said deposited plans 7 miles and 6 furlongs in Heathfield Park, and numbered on the said deposited plans 65, in the said parish of Heathfield, which last-mentioned intended railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say:—Rotherfield, Mayfield, and Heathfield, all in the county of Sussex.

And it is proposed by the said intended Act to confer upon the Company all necessary powers for effecting the purposes following, that is to say:—

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

To purchase by compulsion and by agreement lands, houses, and hereditaments for the purposes of the proposed railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with any such lands, houses, and hereditaments, or which would in any manner interfere with the construction, maintenance, and use of the said proposed railways 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 use of the said proposed railways and works, and the conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To apply to the purposes of the proposed railways and works any part of the funds which the Company are now authorized to raise, and which may not be required for the purposes of their now authorized undertaking, and to raise further money for the purposes of the proposed railways and works, by borrowing on mortgage, bond, or by debenture, stock, or otherwise, and by the creation of new shares or stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference, or priority of interest, or dividend, and other special rights, privileges, or restrictions.

And it is proposed by the intended Act, so far as may be necessary for the purposes aforesaid, to alter, amend, extend, or repeal the powers and provisions of the Acts following, or some or one of them, relating to the Company, namely, 5 and 6 William IV., cap. 10; 6 and 7 William IV., cap. 121; 7 William IV. and 1 Vic., cap. 119; 1 and 2 Vic., cap. 20; 2 and 3 Vic., cap. 18; 3 and 4 Vic., cap. 127; 6 and 7 Vic., caps. 27 and 62; 7 and 8 Vic., caps. 67, 91, 92, and 97; 8 and 9 Vic., caps. 52, 113, 196, 199, and 200; 9 and 10 Vic., caps. 54, 63, 64, 68, 69, 83, 234, 281, and 283; 10 and 11 Vic., caps. 167, 244, and 276; 11 and 12 Vic., cap. 136; 16 and 17 Vic., caps. 41, 86, 88, 100, and 180; 17 and 18 Vic., caps. 61, 68, and 210; 18 and 19 Vic., caps. 114 and 169; 19 and 20 Vic., caps. 87, 92, and 105; 20 and 21

Vic., caps. 60, 133, and 143; 21 and 22 Vic., caps. 57 and 84; 22 and 23 Vic., caps. 69, 81, 98, 112, 125, and 134; 23 and 24 Vic., caps. 109 and 171; 24 and 25 Vic., caps. 81, 120, and 174; 25 and 26 Vic., caps. 68, 78, and 151; 26 and 27 Vic., caps. 137, 142, 192, 218, and 227; 27 and 28 Vic., caps. 35, 123, 154, 172, 274, and 314, and any other Act or Acts directly or indirectly relating to, or affecting the Company.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans, and sections describing the lines and levels of the proposed works, with a book of reference to such plans, 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 Sussex, at his office in Lewes, and that copies of so much of the said plans, sections, and book of reference as relates 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, on or before the said 30th day of November, be deposited as follows, in the cases 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 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 12th day of November, 1864.

*W. Gascoigne Roy*, 28, Great George-street, Westminster, Solicitor for the Bill.

#### Hammersmith and City Railway.

(Alteration of Line and Levels; New Road at Hammersmith; Additional Capital and Lands; Abandonment of portion of Railway; Traffic and other Arrangements with, and Lease or Transfer to, other Companies; 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 all or some of the following purposes (that is to say):—

To authorize the Hammersmith and City Railway Company (hereinafter called the Hammersmith Company):—

To alter the line, levels and works of so much of the Hammersmith and City Railway authorized by "The Hammersmith and City Railway Act, 1861," as lies between Portobello-lane, in the parish of Kensington, otherwise Saint Mary Abbotts, Kensington, and the junction with the Great Western Railway at or near Green-lane Bridge, in the parish of Paddington, and which said alteration of line, levels and works will pass from, in, through, or into, or be situate within, the several parishes, townships and other places following, or some of them, viz.,—Kensington, otherwise Saint Mary Abbotts, Kensington, and Paddington, in the county of Middlesex:

To authorize the construction, by the Hammersmith Company, of the road hereinafter described, or some part or parts thereof, together with all proper works, conveniences and approaches connected therewith (that is to say):—

A road commencing at Brook Green, about 80 yards eastward of the Police Station there, and near to the point where Shepherd's Bush Lane joins Brook Green, in the parish of Hammersmith, in the county of Middlesex, and terminating in the same parish at a point in Grove-road, Hammersmith, about 460 yards northward of the point

where Dartmouth-road unites with the said Grove-road; and which intended road will be wholly situate in the said parish of Hammersmith:

To authorize the purchase by the Hammersmith Company, by compulsion or agreement, of lands, buildings, and hereditaments for the purposes of the said intended alteration of line and levels, and of the said intended road and works; and also for the general purposes of their undertaking certain other lands and buildings hereinafter mentioned and described (that is to say), lands and buildings in the parish of Kensington, otherwise Saint Mary Abbots, Kensington, in the county of Middlesex; bounded on the northward by Portobello-lane; on the southward by the road leading from the Lancaster-road under the Hammersmith and City Railway to Portobello Farm, and forming portions of the lands which lie between the eastern fence of the Hammersmith and City Railway and Lancaster-road aforesaid:

Also lands and buildings in the same parish, bounded on the northward by Portobello-lane, on the southward by the road leading from the Lancaster-road under the Hammersmith and City Railway to Portobello Farm, and forming portions of the lands which lie between the Western fence of the Hammersmith and City Railway, and an occupation road which leads from Portobello-lane to Portobello Farm.

Also lands and buildings in the parishes of Paddington and Kensington, otherwise Saint Mary Abbots, Kensington, in the county of Middlesex, lying adjacent to, and on the south side of, the southern fence of the Hammersmith and City Railway for about twenty-five chains measured along the said fence from the point where that fence joins the fence of the Great Western Railway near Green Lane Bridge.

To vary, repeal or extinguish, all existing rights or privileges in any manner connected with the lands and buildings proposed to be purchased or taken, or which would in any manner impede or interfere with the conversion and use thereof for the purposes of the Hammersmith Company, and to confer other rights and privileges:

To authorize the altering, diverting or stopping up, of all turnpike and other roads, highways, streets, railways, tramways, aqueducts, canals, streams and rivers, within or adjoining to the aforesaid parishes, townships or other places, or any of them, with which it may be necessary to interfere in the construction of the intended works, or in the conversion and use of those lands and buildings:

To authorize the levying of tolls, rates, duties and other charges for and in respect of the use of the intended altered line of railway, road and other works, and the conveniences and accommodation connected therewith, and to grant exemptions from such tolls, rates and duties.

To enable the Hammersmith Company to raise a further sum of money, by the creation of new shares or stock in their undertaking, with or without preference or priority in payment of dividend or other special privileges attached thereto, and by borrowing on mortgage or bond, or by any of those means; and to apply to the purposes of the said intended Act such part of their corporate funds as they may think fit; and also to create and issue debenture stock in their undertaking for discharging existing mortgages and bonds, and for raising money in lieu of borrowing; and also to

regulate their share capital, and mortgage and bond debt:

- To enable the Hammersmith Company to abandon the formation of the railway authorized by "The Hammersmith and City Junction Railway Act, 1863:"

To extend and apply to the works to be executed under the authority of the intended Act the several powers already conferred upon the Hammersmith Company and the Great Western Railway Company and the Metropolitan Railway Company, to make traffic and other arrangements and agreements:

To enable the Hammersmith Company to lease and sell, and the Great Western Railway Company and the Metropolitan Railway Company, or one of them, to take a lease of, and purchase the undertaking of the Hammersmith Company, or any part thereof; and to enable the lessees or purchasing Company, as the case may be, to exercise the powers and authorities of the Hammersmith Company with reference to their undertaking, and with reference to the undertaking of any other Company.

And notice is hereby given, that plans and sections of the said intended alteration of line and levels, road and works, and plans of the lands and property so proposed to be purchased and taken as aforesaid, together with a book of reference to such plans, and also a copy of this Notice, as published in the London Gazette, together with a published map with the alterations of the line of railway delineated thereon, will be deposited on or before the 30th day of November in the present year, with the Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell; 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 the parish of Hammersmith, will be deposited with the Clerk to the Fulham District Board of Works, at his office in Hammersmith, and a copy of so much of the said plans, sections and book of reference, as relates to the parish of Kensington or Saint Mary Abbots Kensington, with the clerk of the vestry of that parish, at his office in Kensington, and a copy of so much of the said plans, sections and books of reference, as relates to the parish of Paddington, with the clerk of the vestry of that parish, at his office in Paddington, and a copy of the said Gazette Notice will also be deposited with each of the said vestry clerks and clerk of district boards:

And the said intended Act will also repeal, alter, amend and enlarge, so far as necessary, the powers and provisions of "The Hammersmith and City Railway Act, 1861," and of "The Hammersmith and City Junction Railway Act, 1863," and also of the following Acts, local and personal, or some of them (that is to say)—Acts relating to the Great Western Railway Company and their undertaking; videlicet—5 and 6 William IV., cap. 107, and 26 and 27 Vict., caps. 113 and 198, and any other Act or Acts relating to that Company; Acts relating to the Metropolitan Railway Company, and their undertaking, videlicet—17 and 18 Vict., cap. 221; and any other Act or Acts relating to that Company.

And notice is hereby also given, that printed copies of the said 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 the 11th day of November, 1864.

*Elsdale and Byrne, 3 Whitehall-place.*

## Vale of Crickhowell Railway Company.

(Eastern Extension.)

(Railways to the Great Western and Coleford, Monmouth, Usk, and Pontypool Railways; User of portions of those Railways, and of the Merthyr, Tredegar and Abergavenny Railway; Traffic Arrangements; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, by the Vale of Crickhowell Railway Company (hereinafter called "the Company") for leave to bring in a Bill to enable them to make and maintain the railways hereinafter mentioned, with all necessary stations, approaches, sidings, works, and conveniences connected therewith, that is to say:—

1. A railway, to commence in the parish of Llanfoist, in the county of Monmouth, by a junction with the authorized line of the Vale of Crickhowell Railway, at a point thereon in the field No. 9 on the Parliamentary plans of the Vale of Crickhowell Railway, deposited with the Clerk of the Peace for the county of Monmouth, in the month of November, 1863, and to terminate in the parish of Llangattock Juxta Usk, in the same county, by a junction with the Newport, Abergavenny, and Hereford line of the Great Western Railway Company, at or near the western end of the Penpergwm Station on that railway, which said intended railway will be made from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Llanfoist, Llanellen, Llanover, and Llangattock Juxta Usk, all in the said county of Monmouth.

2. A railway, to commence in the said parish of Llangattock Juxta Usk, in the county of Monmouth, by a junction with the intended railway (No. 1) in the field numbered 359 on the tithe commutation map of that parish, and to terminate in the parish of Raglan, in the same county, by a junction with the Coleford, Monmouth, Usk, and Pontypool line of the Great Western Railway Company, at or near the eastern end of the Raglan Castle or Footway Station on that line, which said intended railway (No. 2) will be made in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say):—Llanellen, Llanover, Llangattock Juxta Usk, Llanvihangel Juxta Usk, otherwise Gobion, Llanisaintfraed, Llanarth, Clytha, Bryngwyn, and Raglan, all in the said county of Monmouth.

3. A railway, to commence by a junction with the said intended railway (No. 2) in a field numbered 209 in the tithe commutation map of the said parish of Llangattock Juxta Usk, and to terminate by a junction with the said Newport, Abergavenny, and Hereford Railway, about 264 yards southwards of the said Penpergwm Station thereon, which said intended railway (No. 3) will be wholly situated in the said parish of Llangattock Juxta Usk.

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

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels as shown on the sections hereinafter mentioned.

To cross, stop up, alter, or divert, for the purposes of the Bill, and either temporarily or permanently, any turnpike or other roads, highways, footpaths, streets, railways, tramways, canals, aqueducts, streams, rivers, bridges, sewers, drains, ways, and water-courses within or adjoining to the aforesaid parishes, parcels, townships, and

extra-parochial and other places, or any of them.

To purchase, by compulsion and by agreement, lands, houses, and hereditaments, and to acquire easements over lands and hereditaments, for the purposes of the intended works, and of the Bill, 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 railways and works; to alter the tolls which the Company are authorized to take on their authorized line; and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively; and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company, and all Companies or persons lawfully working or using the authorized or intended railways of the Company, or any part thereof, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, upon rates, payments, terms and conditions, to be prescribed by or under the Bill, or (failing agreement) settled by arbitration, the railways of the Merthyr, Tredegar, and Abergavenny Railway; and also so much of the Coleford, Monmouth, Usk, and Pontypool Railway as is situated eastward of the junction therewith, near the Raglan Castle or Footway Station of the intended railway (No. 2), together with all the stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works, and conveniences, water supplies, telegraphs, signals, and machinery, in and upon those railways and portion of railway respectively, and to require the Companies and persons owning and working those railways, and that portion of railway respectively, to afford and render all facilities and services for the purposes aforesaid.

And it is also intended by the said Bill to empower the London and North-Western, the Great Western, the Merthyr, Tredegar, and Abergavenny, the Brecon and Merthyr Tydfil Junction, the Neath and Brecon, and the Hereford, Hay, and Brecon Railway Companies, or either of them, and the Company, and any Company or persons working or using the railways, or any part of the railways of 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 either of the contracting Companies or persons, of the undertaking, railways, and works, of the other of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon; the collection, payment, division, appropriation, and distribution, of the tolls and other income and profits arising therefrom; the employment of officers and servants, and the rents, payments, allowances, and considerations—annual, periodical, or in gross—to be paid or made by either of the contracting parties to the other or others of them, and any incidental matters.

The Bill will authorize the Company to apply to the purposes of the proposed railways and works and of the Bill any part of the funds which they are now authorized to raise, and which may not be required for the purposes of their now authorized undertaking, and to raise further money for the purposes aforesaid, by borrowing and by the creation of new shares and stock in the Company.

And it is intended to incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The

Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and so far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several Acts of Parliament following, or some of them (that is to say):—"The Vale of Crickhowell Railway Act, 1864;" local and personal Acts 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316, relating to the Neath and Brecon Railway Company; 23 and 24 Vic., cap. 17, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 22 and 23 Vic., cap. 84, and all other Acts relating to the Hereford, Hay, and Brecon Railway Company; 3 and 4 Will. 4, cap. 36; and 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 5 and 6 Will. 4, cap. 107, and 26 and 27 Vic., cap. 113; and all other Acts relating to the Great Western Railway Company; 22 and 23 Vic., cap. 59, and all other Acts relating to the Merthyr, Tredegar, and Abergavenny Railway Company; and 17 Vic., cap. 217, and 24 and 25 Vic., cap. 197, relating to the Coleford, Monmouth, Usk, and Pontypool Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1864, plans and sections of the said intended railways and works, together with a book of reference to such plans, a published map with the lines of the 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 Monmouth, at his office in Newport, in that 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 and extra-parochial place from, in, through, or into which the said railways and works will 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 such parish, with the parish clerk thereof, at his residence; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

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

Dated this 8th day of November, 1864.

*David Thomas, Brecon;* } Solicitors.  
*E. J. C. Davies, Crickhowell;* }

*William Bell, 26, Duke-street, Westminster, Parliamentary Agent.*

**Crofthead and Kilmarnock Extension Railway.**  
(Incorporation of Company; Construction of Railway from Caledonian Railway at Crofthead to Kilmarnock, with Branches to Glasgow and South-Western Railway Company's Line at Kilmarnock, and to Beith; Improvement of Streets in Kilmarnock; Power to use portion of Glasgow and South-Western Railway Company's Line and their Station there; Powers to Caledonian Railway Company to subscribe to and maintain and work proposed Railways, and to Raise Money; Arrangements between those three Companies and mutual Running Powers and Facilities; Amendment of Acts.)

**NOTICE** is hereby given, that it is intended to apply to Parliament, in the next Session, for leave to bring in a Bill for making and maintaining the following railways, or one or more of them, or part thereof, and all proper works and conveniences connected therewith, that is to say: First, a rail-

way (hereinafter called Railway No. 1) commencing by a junction with the railway formed by the Caledonian Railway Company from the Glasgow, Barrhead, Neilston Direct Railway (held in lease by that Company) to Crofthead, at or near a point in the parish of Neilston, in the county of Renfrew, about 11 chains north-eastward from the north-eastern end of the passenger platform of the Crofthead Station of the said railway, and about two-and-a-half chains north-westward from the western end of the houses called Leverbank, and terminating at or near a point in the parish of Kilmarnock, and sub-division parish, called the Laigh Kirk parish of Kilmarnock, in the county of Ayr, on the western side of Hill-street of Kilmarnock, about half a chain southward of the place where the road from the Ayrshire Biscuit Factory joins that street; Secondly, a branch railway (hereinafter called Railway No. 2) commencing by a junction with Railway No. 1, at a point in the said parish of Kilmarnock, and sub-division parish aforesaid, in the county of Ayr, near the Bonnyton road, and about four chains eastward from the bridge by which that road is carried over the Glasgow and South-Western Railway, and terminating by a junction with the said Glasgow and South-Western Railway, at or near a point in the said parish of Kilmarnock and sub-division parish aforesaid, and county of Ayr, about three chains and a-half north-westward from the north-western end of the engine-shed, situate on the north-eastern side of the Glasgow and South-Western Railway, at the junction therewith of the railway from Kilmarnock to Troon; Thirdly, a branch railway (hereinafter called Railway No. 3) commencing by a junction with Railway No. 1, at or near a point in the parish of Dunlop, and county of Ayr; about five-and-a-half chains westward from Waterland Toll Bar, on the turnpike road leading from Lugton Inn to Dunlop, and terminating at or near a point in the parish of Beith, and county of Ayr, about two-and-a-half chains to the southward of the point where the approach to the manse of the parish of Beith diverges from the turnpike road leading from Beith to Dalry, with power to widen and improve and to alter the lines and levels of the road or street leading from Garden-street of Kilmarnock to the southern end of Hill-street of Kilmarnock, and that portion of Hill-street aforesaid which extends from the western end of the said road or street to the terminus at Hill-street of Railway No. 1, and that part of Garden-street of Kilmarnock which extends from the said road or street to West George-street of Kilmarnock; which proposed Railways No. 1, No. 2, and No. 3, and road, streets, and other works, and the lands, houses, and other heritages which may be taken for the purposes thereof, will be, and are situate in the places following, or some of them, that is to say, the parishes of Neilston, Dunlop, Beith, Stewarton, Dreghorn, Kilmaurs, Kilmarnock, and sub-division parishes of Laigh Kirk of Kilmarnock and High Kirk of Kilmarnock, and the town of Kilmarnock, and the counties of Renfrew and Ayr.

And notice is also given, that duplicate plans and sections, describing the lines, situation, and levels of the said intended railways, and alterations of road and streets, and the lands houses, and other heritages through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may require to be taken for the purposes of the said works; 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, houses, and other heritages respectively; and a published map, showing thereon the general course and direction of the said proposed railways; and also a copy of this notice, as

it will be published in the London and Edinburgh Gazettes, will be deposited for public inspection, on or before the 30th day of the present month of November, in the office at Paisley of the Principal Sheriff-Clerk of the county of Renfrew, and in the offices at Kilmarnock and Ayr respectively of the Principal Sheriff-Clerk of the county of Ayr; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes, respectively, with a copy of this notice, as aforesaid, will, on or before the said 30th day of the present month of November, be deposited for public inspection with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each of the said parishes, at the place of abode of such schoolmaster or session-clerk.

And it is intended by the said Bill to apply for power to cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, water courses, water works, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, working, or using the said intended railways, and other works, or any part thereof; as also to deviate, in constructing the said intended railways, and other works, from the lines and levels laid down on the said plans and sections, to such extent as will be defined on the said plans, and provided by the said Bill.

And it is also intended by the said Bill to incorporate a Company for making, maintaining, working, and using the said railways, and other works, and for conveying passengers, goods, and other traffic thereon, and on other railways communicating therewith, and for other purposes; with powers to raise money, by the creation and issue of shares or stock, and by borrowing on mortgage or bond, or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed; and to acquire, by compulsory purchase or otherwise, all such lands, houses, and other heritages as may be necessary or convenient for the purposes of the said railways, and other works, and also water from streams or brooks adjoining or near to the said railways, and other works, for the purposes thereof, and of the engines to be used thereon; as also to empower all owners of, and other parties interested in, any such lands, houses, streams, brooks, or other heritages, whether persons, or corporations, or others, and whether holding under entail or under any legal disability or not, to sell or convey to the said proposed Company their lands, houses, streams, brooks, or other heritages, or any part thereof, which may be necessary for the purposes aforesaid; as also to vary or extinguish all existing rights or privileges connected with the lands, houses, streams, brooks and other heritages so to be acquired, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and other works; and to confer other rights and privileges necessary or expedient in relation to any of the foresaid matters.

And it is also intended by the said Bill to apply for power to levy tolls, rates, and charges on, and for the use of the said intended railways and other works, and for the conveyance of passengers, goods, and other traffic thereon, and to confer certain exemptions from payment of such tolls, rates, and charges, and certain other rights and privileges in relation thereto; and also for power to the said intended Company, and any other companies or corporations, or any commissioners, road trustees, or other bodies, or persons, to enter into and carry into execution such arrangements and agreements as may be expedient and proper for, or in relation to the making, maintaining, and using of the said

intended railways, and other works, or any portion thereof.

And it is also intended by the said Bill to provide for, or to empower the said proposed Company and the Caledonian Railway Company to enter into agreements with each other with respect to the maintenance, working, and use by the Caledonian Railway Company of the said proposed railways and other works, and the traffic thereon, and the use reciprocally or otherwise by the said Companies of the lines of railway belonging to, or held in lease by them respectively, and the stations and other accommodations connected therewith, or any parts thereof, and the fixing, collection, apportionment, and division of the tolls, rates, charges, and profits levied or derived upon or from the said respective lines of railway and stations and other works, or any parts thereof, upon such terms and conditions, and in perpetuity, or for such period or successive periods as may have been or may be agreed on, or as may be provided for by the said Bill, and to empower the Caledonian Railway Company to exercise the powers of the said proposed Company in relation to the said several matters or some of them; and it is further intended by the said Bill to empower the Caledonian Railway Company to subscribe to, and to hold shares in the said proposed undertaking, or otherwise to contribute towards the expense thereof, subject to such terms and conditions as may have been, or may be agreed on, or as may be fixed by the said Bill; and for that purpose to raise additional capital in their own undertaking, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se*, and in respect to the other shares and stock in that company, and subject as regards preference shares to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill, or otherwise) as may be considered expedient, or by borrowing on mortgage, or bond, or cash credit; and to fund or issue debenture stock in lieu of the money so borrowed, or authorized to be borrowed; and to vote at meetings of the said proposed Company, and appoint directors thereof; and it is intended by the said Bill to ratify and confirm all such agreements as may have already been, or may hereafter be made by and between the said proposed Company, or parties acting on their behalf, and the Caledonian Railway Company, in relation to the objects aforesaid or any of them.

And it is also intended by the said Bill to empower the said proposed Company, and all Companies and persons working or lawfully using the said intended railways, to run over and use with their engines and carriages, and to use with their clerks, officers, and servants, that portion of the Glasgow and South-Western Railway which extends from the point of junction with that railway of Railway No. 2, to the Glasgow and South-Western Railway Company's passenger station at Kilmarnock, and the said passenger station and booking offices thereof, and the watering places and other works and conveniences connected with the said portion of railway, and station, on such terms and conditions, and on payment of such consideration as may be agreed upon or settled by arbitration, or defined by the said Bill; as also to empower the said proposed Company and the Caledonian and Glasgow and South-Western Railway Companies to enter into agreements with respect to the use by those Companies respectively, or any of them, of the railways and other works belonging to or held in lease by the said Companies respectively, or any part thereof, and the interchange, forwarding and conducting of traffic between, over, and upon the same, or to make



provision in the said Bill for such use, and with respect to such interchange, forwarding, and conducting of traffic, and all matters connected therewith respectively.

And it is intended by the said Bill, so far as necessary or expedient for any of the several purposes aforesaid, to alter the tolls, rates, and charges leviable in respect of the use of the said Glasgow, Barrhead, and Neilston Direct Railway, or part thereof, and any portions of the railways belonging to or held in lease by the Caledonian Railway Company and Glasgow and South-Western Railway Company, jointly or separately, and works connected therewith respectively, and of the conveyance of traffic thereon, and to confer, vary, and extinguish exemptions from payment of such tolls, rates, and charges.

And it is intended by the said Bill to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

And so far as necessary for the purposes of the said Bill, it is intended to alter and amend the powers and provisions of the several Acts after mentioned, or some of them, that is to say; "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company and the undertakings belonging to and held in lease by them, passed in the sessions of Parliament held respectively in the 9th and 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, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty; as also "The Glasgow and South-Western Railway Consolidation Act, 1855," and the Acts therein recited, and the several other Acts relating to the Glasgow and South-Western Railway Company and the undertakings belonging to and held in lease by them, passed in the sessions of Parliament held respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty.

And notice is further given, that printed copies of the said Bill, as proposed to be introduced into Parliament, 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, 1864.

*Strang, Keyden and Sons, Glasgow.*

*Grahames and Wardlaw, 30, Great George-street, Westminster.*

In Parliament—Session 1865.

Neath Water Company.

(New Works and Sources of Supply—Extension of Supply to Cadoxton-juxta-Neath, Blaenhondan, Briton Ferry, and Baglan Lower—Further Money Powers; Change of Name—Powers to the Company and to Briton Ferry Local Board—New and altered Rates—Provisions affecting Owners of Gnoll Estate—Amendment of Act.)

**A** PPLICATION is intended to be made to Parliament next Session for an Act to amend The Neath Water Supply Act, 1861, (and especially its provisions with respect to general meetings and balance sheets), and to change the name of the Neath Water Company, and to empower them to make and maintain the works, or some of the works, and to exercise the powers, or some of the powers, hereinafter specified, viz.—

A conduit or line of pipes in the parishes or places of Neath, Cadoxton-juxta-Neath, and Blaenhondan, commencing in the said parish of Neath, by a junction with the Company's existing main line of pipes in James Street, at or near the bridge carrying James Street over Neath River, and terminating in the hamlet of Blaenhondan, in the said parish of Cadoxton-juxta-Neath, at or near the northward side of the bridge, carrying the Neath and Brecon Railway over the turnpike road leading from Neath to Merthyr Tydfil.

A reservoir, with approaches, embankments, and other works and conveniences, in or upon two adjoining fields in the parish of Briton Ferry, and county of Glamorgan, both belonging to the Right Honourable the Countess Dowager of Jersey, occupied by Daniel Starbuck, and one of which is named Cae Jacka Dd, and the other Cae Sker.

A conduit or line of pipes commencing in the parish of Neath and county of Glamorgan, by a junction with the Company's pipes laid under Orchard Street, at or near its junction with a place known by the name of the Merra, and terminating in the said parish of Briton Ferry, in or near the northwest end of the intended reservoir before described, (which conduit or line of pipes will be in the parishes or places of Neath, Llantwit-juxta-Neath, Llantwit Lower, and Briton Ferry, or some of them).

A reservoir (wholly in the said parish of Briton Ferry) upon the Ynismairdy mill stream, and adjoining lands, at or near the point where the road leading from Ynismairdy mill to Cwm-nant-yr-allwys farmhouse crosses that stream, together with approaches, embankments, and other works and conveniences.

A conduit or line of pipes (wholly in the said parish of Briton Ferry, and county of Glamorgan), commencing from and out of the westward end of the lastly-described reservoir, and terminating in or near the eastward end of the first-described reservoir.

A conduit or line of pipes commencing in the said parish of Briton Ferry, in or near the southward end of the first-described reservoir, and passing through the town and parish of Briton Ferry, and terminating in the hamlet of Baglan Lower, in the parish of Baglan, in the county of Glamorgan, at or near a public-house known by the sign of the "Traveller's Rest," abutting on the turnpike road leading from Neath to Cardiff.

A cut or channel for diverting the waters of the Pant-Howell-Ddú Brook into the Ynismairdy mill stream, which cut or channel will be wholly in the said parish of Briton Ferry, and will commence at or near the Pant-Howell-Ddú-Isaf farm buildings, and terminate at or near the aforesaid point, where the road leading from Ynismairdy mill to Cwm-nant-yr-allwys farmhouse crosses the Ynismairdy mill stream.

To collect and divert into the intended reservoirs and works, and therein impound, and thence distribute the waters of the pools or reservoirs on the Gnoll Estate, in the said parish of Neath, and also of the rivers, springs, and streams called the Ynismairdy mill stream and Pant-Howell-Ddú Brook, and of any other rivers, springs, and streams in the line of the intended works.

To make and maintain in the parishes and places aforesaid embankments, filtering beds, dams, sluices, cuts, channels, drains, pipes, wells, tanks, engines, and other conveniences necessary in connection with the before-mentioned works, or collecting, cleansing, and storing up the waters of the said pools, reservoirs, rivers, springs, and streams.

To extend their supply of water to the said parish of Cadoxton-juxta-Neath, and the parish and town of Briton Ferry aforesaid, and the docks

there and the said hamlets of Baglan Lower and Blaenhonddan, and to supply the same with water for public and private purposes, and for trade and business, and for shipping, and to exercise therein the powers of the Waterworks Clauses Acts, 1847 and 1863, and of the Neath Water Supply Act, 1861, and of the intended Act.

To lay down and maintain pipes, culverts, and other works, in, under, over, or across, and for the purposes aforesaid, to cross, break open, alter, divert, or stop up, either temporarily or permanently, any roads, highways, footpaths, streets, squares, alleys, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, and water courses in any of the parishes or places before mentioned.

To purchase, by compulsion and otherwise, take on lease, and take grants of easements over any lands, houses, springs, streams, waters, and other hereditaments requisite or desirable for the purposes aforesaid, and to vary or extinguish all rights or privileges which would in any way interfere with the objects of the intended Act.

To levy and recover rates, rents, and charges for the proposed supply of water, and to vary those which the Company are now authorized to take, and to confer exemptions from the payment of such rates, rents, or charges; respectively.

To apply for the purposes of the intended Act their corporate funds and revenues, and to raise more money for the purposes of the intended Act, and of their said existing Act, and intended and existing undertaking, by the creation and issue of new shares and stock, with or without preference or priority of interest or dividend, and by borrowing on mortgage or otherwise.

And provision will be made in the intended Act for effecting the objects, or some of the objects following, viz.—

To extend to all places, within the limits of the Neath Water Supply Act, 1861, the provisions of the Waterworks Clauses Act, 1863.

To sanction and give effect to agreements between the Company and the Local Board of Health for the district of Briton Ferry, with respect to the supply of water and other the purposes of the intended Act, and any incidental matters.

To repeal or amend the provisions of the Neath Water Supply Act, 1861, relating to purchases and leases from the owner of the Gnoll estate, and to agreements between him and the Company, and to rescind or modify subsisting agreements, and to sanction other purchases and leases from such owner, and other agreements between him and the Company, with reference to purposes for which such purchases, leases, and agreements may now be made, and with reference to the objects of the intended Act, and incidental matters.

On or before the 30th day of this present month of November, plans and sections of the intended works, 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 at the office of the Clerk of the Peace for the county of Glamorgan, at Cardiff, and, on, or before that day, 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 intended works will be made, and a similar copy of this notice, 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.

On or before the 23rd day of December next,

printed copies of the proposed Act will be deposited in the Private Bill Office of the House of Commons.

Dated this 12th day of November, 1864.

*Osborne Ward and Co., Bristol and London,*  
Solicitors for the Bill.

In Parliament.—Session 1865.

Ogmore Valley and Ely Valley Extension Railway Companies.

(Amalgamation, Lease, or Transfer of the Ely Valley Extension Railway, with or to the Ogmore Valley Railways Company; 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 all or some of the objects and purposes following, that is to say:—

1. To authorise the union and amalgamation, or lease or transfer from and after such period, and upon such terms and conditions as may have been or may be agreed on, or may be provided by or under the provisions of the said intended Act, of the undertaking, railway stations, plant, rolling stock, property, powers, rights, and privileges of every description (including powers of construction of the railway) of the Ely Valley Extension Railway Company (hereinafter called the "Ely Valley Extension Company") with or to the Ogmore Valley Railways Company (hereinafter called the Ogmore Company), and for the dissolution, if need be, of the said two Companies, or one of them, and the union and consolidation of the two Companies into one Company, under such name or title as may be provided by the said intended Act; or for the transfer or lease of the Ely Valley Extension Company to the Ogmore Company, and so that all the powers, rights, and privileges, and all the debts and liabilities of the said two Companies respectively, or of the one so transferred or leased, may be transferred to and discharged by the united Company, or by the Ogmore Company, as the case may be, and to fix and determine the amount of the capital, stock, and other share capital of the united Company, and the number and nominal value of the shares or respective classes of shares therein, and the rights and privileges, preferences, and priorities of the several classes of shareholders of the said Companies, or one of them, in the share capital of the united Company; and also to regulate and fix the amount of mortgage debt of the said two Companies, or one of them, and to regulate the rights, privileges, and priorities of the holders of such mortgage debt, and of the other creditors of the said Companies respectively, in and upon the undertaking and funds of the united Company, or of the Ogmore Company, as the case may be, and to provide for the appointment of a board of directors for the management of the united Company, and to regulate the qualification to vote, and the scale and mode of voting by shareholders at all meetings of the united Company, or any classes of the shareholders thereof; and to make other provisions for regulating the management and proceedings of the united Company, and of the directors and shareholders thereof.

2. To enable the said Companies, or either of them, or the united Company, to cancel any shares of the existing capital of the said Companies remaining unissued, or in their hands, or on which the calls may not have been made, and in lieu thereof to issue new shares, with such privileges or priority of interest or dividends, or otherwise, as may be considered expedient.

3. To confirm and give effect to any agreements made, or which may hereafter be made, between

the Ely Valley Extension Company and the Ogmre Company, for any of the purposes aforesaid or incidental thereto.

4. To authorize the Ogmre Company to increase their capital by the creation of new shares or stock in their Company, or by borrowing on mortgage or bond, and to assign to such new shares or stock such preferences, priorities, privileges, or advantages as that Company may see fit, and to empower that Company to apply any monies raised, or authorized to be raised by them, under or by virtue of the intended Act, or any other Act of Parliament, to the purposes of the intended Act.

5. To alter, amend, vary, extend, enlarge, or repeal so far as may be necessary in connection with the purposes aforesaid, or any of them, all or some of the provisions contained in "The Ely Valley Extension Railway Act, 1863," and "The Ogmre Valley Railways Act, 1863," and "The Llynvi and Ogmre Railways Act, 1864."

6. 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.

Dated this 16th day of November, 1864.

*Charles Tahourdin*, Victoria-street, Westminster

*R. W. Williams*, Cardiff

*Wyatt and Metcalfe*, 28, Parliament-street, Westminster, Parliamentary Agents.

Solicitors.

In Parliament, Session 1865.

Bangor and Llanberis Direct Railway.

(Incorporation of Company for Constructing a Railway from the Chester and Holyhead Railway at Bangor, to the Carnarvon and Llanberis Railway, in the county of Carnarvon).

**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 (hereinafter called "The Company,") and to authorise the Company to construct the following railways, with all necessary stations, approaches, and other works connected therewith respectively, (that is to say):—

No. 1.—A railway commencing in the parish of Bangor, in the county of Carnarvon, by a junction with the Chester and Holyhead Railway, twenty yards west of the east front of the tunnel, known as the Belmont Tunnel, near the Bangor station of that railway, and terminating in the parish of Llanrug, in the same county, by a junction with the authorised Carnarvon and Llanberis Railway, at a point in the field numbered 310a, on the plans deposited in respect of that railway, with the Clerk of the Peace for the county of Carnarvon, in the month of November, 1863; which intended railway will pass from, in, through, or into the several parishes, townships, or extra-parochial places of Bangor, Pentir, Llanddeiniolen, and Llanrug, all in the said county of Carnarvon.

No. 2.—A branch railway all in the said parish of Bangor, commencing by a junction with the said intended Railway No. 1, at a point in a certain field called Caemain, in the occupation of Mr. Richard Jones, 100 yards south of the Bangor turnpike gate, and terminating in a field called Lleinia, in the occupation of Mr. Richard Morris Griffith, situate on the south side of the Chester and Holyhead Railway.

No. 3.—A branch railway, all in the said parish of Bangor, commencing by a junction with the said intended No. 2 branch railway, in the said field called Lleinia, and terminating by a junction with a goods siding at the south side of the Bangor Station, of the said Chester and Holyhead Railway.

The intended Act will confer upon the Company so to be incorporated all or some of the following powers, viz.:

To cross, stop up, alter, or divert, temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, or extra-parochial places 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, or any works in connection therewith.

To purchase by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish, all existing rights and privileges connected with such lands and houses which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, and to confer other rights and privileges; and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works; to confer exemptions from the payment of tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

And it is intended by the said Act, to empower the Company and all Companies, or persons lawfully working or using the intended railways of the Company, or any part thereof, to run over, work, and use with their engines, carriages, and waggons, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions to be prescribed by or under the said intended Act or (failing agreement) settled by arbitration, all or some part or parts of the railways of the Carnarvon and Llanberis Railway Company, together with all stations, sidings, warehouses, buildings, booking and other offices, approaches, watering-places, sheds, standing-room for engines, works and conveniences, water supplies, telegraphs, signals, machinery, in and upon those railways, and to require the Carnarvon and Llanberis Railway Company, and all Companies and persons owning and working that railway, to afford and render all facilities and services for the purposes aforesaid.

The intended Act will authorise the Company to be incorporated, and the London and North Western Railway Company, and the Carnarvon and Llanberis Railway Company, to make and carry into effect agreements with respect to the maintenance, management, use, and working of the proposed railways, and of the Carnarvon and Llanberis Railway, and the conveyance of traffic thereon, and with respect to the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of traffic on the railways of the contracting Companies, and with respect to the supply of rolling stock and plant, or the intended Act will provide for effecting the aforesaid several matters otherwise than by agreement.

So far as may be necessary or desirable for any of the purposes of the said intended Act, it will amend the provisions of the Acts (local and personal) 3 and 4 Wm. 4th, cap. 36; 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North Western Railway Company, and the Carnarvon and Llanberis Railway Act, 1864.

And notice is hereby given, that duplicate plans and sections of the said intended railways 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, lessees, and occupiers of such lands and houses, and a published map with the line of the said intended railway delineated thereon, 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 Carnarvon, at his office in Carnarvon, and that a copy of so much of the said plans and sections, and books of reference respectively, as relates to the several parishes in or through which the said intended railways and works are proposed to be made, or in which lands, houses, and property proposed to be taken or appropriated for such railways and works are situate, 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 parish clerk of each such parish at his residence, and in case of any extra-parochial place, with the parish clerk of some immediately adjoining parish at his place of residence.

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 10th day of November, 1864.

*R. D. Williams*, Carnarvon, Solicitor.

*W. Bell*, 26, Duke-street, Westminster, London, Parliamentary Agent.

**Runcorn, Weston, and Halton Waterworks.**  
(Incorporation of Company and Construction of Works.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, during the ensuing session, for leave to bring in a Bill to incorporate a Company for supplying with water the inhabitants of the townships of Runcorn, Weston, and Halton, in the parish of Runcorn, in the county of Chester, or some of them, or some parts thereof respectively, and powers will be taken in such Bill to enable the Company to be thereby incorporated to construct and maintain the works following, or some of them, that is to say:—

First, a well or wells, shaft or shafts, reservoir or reservoirs, pumping works and engines, to be situate in or near certain lands in the said township of Weston, in the parish of Runcorn aforesaid, known by the name of Mill Field Hey and Balks, belonging to Major George Orred, and in the occupation of James Ford the elder.

Secondly, a conduit or line of pipe, commencing in or from the first described works and lands, in the township of Weston, and terminating at or near the vicarage in Higher Runcorn, in the township of Runcorn.

Thirdly, a conduit or line of pipe commencing by a junction with the conduit or line of pipe lastly hereinbefore described at or near the vicarage aforesaid and terminating in the public road leading from the town of Runcorn to the village of Halton, at or near the stream called Halton Brook.

Fourthly, a conduit or line of pipe commencing by a junction with the last-mentioned conduit or line of pipe at or near the Vicarage aforesaid, and terminating in the village of Weston Point in the township of Weston aforesaid, at or near the eastern end of the bridge over the Runcorn and Weston canal, known as Sampson's Bridge.

Fifthly, a reservoir, or reservoirs, in, upon, or near certain lands upon that part of Runcorn Heath known by the name of the Beetle Rock, in the township of Runcorn.

Sixthly, a conduit or line of pipe commencing in or near the first described works, in the said lands called Mill Field Hey and Balks, in the township of Weston, and terminating in the reservoir or reservoirs fifthly hereinbefore described at or near Beetle Rock, in the township of Runcorn.

Seventhly, a conduit or line of pipe commencing at or in the reservoir or reservoirs at or near Beetle Rock aforesaid, and terminating by a junction with the thirdly described conduit or line of pipe at or near the Vicarage aforesaid, in the township of Runcorn.

In connection with the above works or any of them, to make and maintain buildings, machinery, drifts, bore-holes, cisterns, tanks, sluices, stand-pipes, pipes, culverts, embankments, approaches, and other works and conveniences connected therewith or incidental thereto.

All the above works will be made and the lands and houses which will or may be taken or used are situate in the several townships of Runcorn, Weston, and Halton, or some or one of them, in the parish of Runcorn, in the county of Chester.

The Bill will confer the following powers, or some of them, that is to say:—

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, foot-paths, streets, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, in the parish, townships, and places before mentioned, or some of them.

To purchase by compulsion or agreement, and to take on lease, and also to take grants of easements over lands, houses, waters, and other hereditaments required for the purposes of the said intended works, or any of them, and of the Bill.

To supply water for domestic, trading, public, sanitary, shipping, and other purposes within, and to the whole or any part of the said townships of Runcorn, Weston, and Halton.

To levy, collect, and recover rates, rents, remunerations, and charges in respect of such supply of water to and in the parish, townships, and places aforesaid, or some of them, and to confer exemptions from the payment thereof.

To vary and extinguish any rights and privileges which will interfere with the objects of the Bill, and to confer other rights and privileges.

To incorporate with the Bill the Waterworks Clauses Acts, 1847 and 1863, the Lands Clauses Consolidation Act, 1845, the Lands Clauses Consolidation Acts Amendment Act, 1860, the Companies Clauses Consolidation Act, 1845, and the Companies Clauses Act, 1863, or some of them, or some parts thereof, and also such parts of the Railways Clauses Consolidation Act, 1845, relating to roads, and the temporary occupation of lands, and to other matters, as may be deemed expedient.

To make proper provisions for preventing the waste, illegal use, abstraction or misuse, and wrongful use of the water supplied, and to adopt proper and needful regulations in reference thereto.

Plans and sections of the intended works, and 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 described on the plans, and intended to be taken or used under the powers of the Bill, 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 Chester, at his office in Chester; and on or before the same day, a copy of the said plans, sections, and book of reference, and a copy of this notice as published in the London Gazette, will be deposited for public inspection with the parish clerk of the said parish of Runcorn, at his residence.

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 11th day of November, 1864.

*John H. Chorlton,*  
Solicitor for the Bill.

*Dyson and Co.,* 24, Parliament-street, Parliamentary Agents.

In Parliament.—Session 865.

**Tyldesley-with-Shakerley Local Board.**

(Power to Supply Gas; Construction of New Works; Purchase of Works of Tyldesley Gas and Coke Company, and transfer of their Undertaking and Powers to the Local Board: Levying of Rates; 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 and to pass an Act to effect all or some of the purposes following, that is to say:

To enable the Local Board of Tyldesley-with-Shakerley (hereinafter called the Local Board) to supply gas for public and private purposes within the district of the Local Board and in all or some of the parishes, townships, hamlets, or places following, or some part or parts thereof, that is to say:—Leigh, Eccles, Dean, Tyldesley-with-Shakerley, Atherton, Astley, Boothstown, Ellenbrook, and Little Hulton, all in the county palatine of Lancaster; and for such purpose to erect and maintain gas works, with all necessary buildings, retorts, machinery, apparatus, and conveniences upon the following piece or parcel of land, or on some part or parts thereof, that is to say: a piece or parcel of land, being part of a close or field situate in the township of Tyldesley-with-Shakerley, and parish of Leigh, belonging to Samuel Part, the surviving trustee and executor of the last will and testament of Thomas Part, deceased, and in the occupation of William Smith, and containing 3,000 superficial square yards or thereabouts, be the same more or less, and bounded on the southerly side thereof by land belonging to the said Samuel Part; on the northerly side by the Eccles, Tyldesley, and Wigan branch of the London and North Western Railway; on the easterly side by other land belonging to the said Samuel Part; and on the westerly side by land belonging to George Ormerod, Esquire.

To purchase by compulsion or by agreement, or to take on lease, the land before described.

To manufacture gas, and to sell and dispose of coke, and other residuum and products arising from such manufactures, 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 the streets, roads, lanes, and other public places within the said district of the Local Board, and the several parishes, townships, hamlets, and places before mentioned.

To levy rates, rents, and charges for the supply of gas, and for the public lighting of any streets, roads, lanes, or places within the district of the Local Board, or within the several parishes, townships, hamlets, and places before-mentioned, or some of them, and to alter existing tolls, rates, and charges.

To enable the Local Board to purchase and take, either by compulsion or agreement, the undertaking, property, rights, and interests of the Tyldesley Gas and Coke Company (hereinafter called "the Company"); or some part or parts thereof, and to enable the Company to sell, transfer, or lease such undertaking, property, rights, and interests to the Local Board, and to confirm any agreement which has been or may be entered into between the Local Board and the Company with reference to such sale, purchase, or lease.

To vary or extinguish all rights and privileges belonging to the Company, or which would interfere with any of the objects of the said intended Act, and, if necessary, to provide for the distribution of the purchase money amongst the shareholders of the Company, and for winding up their affairs, and for their dissolution.

To enable the Local Board to defray the costs of carrying into execution the several objects of the Bill, by and out of any of their corporate or other funds, and other property; and by the levying of a rate or rates, and to empower the Local Board to borrow money upon the credit of any such funds, property, or rates, and of the rates, rents, and charges to be levied under the intended Act.

For the purpose of carrying into full and complete effect the objects and purposes of the said Bill, it is proposed to vest in the said Local Board the whole or some of the powers and provisions of "The Public Health Act, 1848;" "The Public Health Supplemental Act, 1849;" "The Public Health Supplemental Act, 1850;" "The Local Government Act, 1858;" "The Local Government Act Amendment Act, 1861;" and a certain provisional order of the General Board of Health relating to the said district, dated the 24th day of September, 1863.

To alter, amend, or repeal some of the powers and provisions of "The Leigh District Gas Act, 1861;" "The Salford Improvement Act, 1862;" and any other Act or provisional order in force within the said district of the Local Board, and the parishes, townships, hamlets, and other places aforesaid, which it may be necessary to repeal, alter, or amend for the purposes of the said intended Act, and to confer other and additional powers in lieu thereof.

And notice is hereby further given, that on or before the 30th day of November instant, plans describing the lands proposed to be taken, 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 with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in the said county, and that on or before the said 30th day of November a copy of the said plan and book of reference, together with a copy of this notice, as published in the London Gazette, will be deposited with the Parish Clerk of the said parish of Leigh, in which the said lands so proposed to be taken are situate, at his residence.

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

Dated this 9th day of November, 1864.

*Weston and Grover,* Solicitors, 32, St. Ann's-street, Manchester.

*Wyatt and Metcalfe,* 28, Parliament-street, Westminster, Parliamentary Agents.

Vale of Crickhowell Railway.  
(Western Extension.)

(Railway to Talybont—User of other Railways—  
Traffic Arrangements—Additional Capital—  
Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the Vale of Crickhowell Railway Company (hereinafter called "The Company") for leave to bring in a Bill to enable them to make and maintain the railways hereinafter mentioned, with all necessary stations, approaches, sidings, works, and conveniences connected therewith, that is to say:—

First.—A railway commencing at or near Crickhowell Bridge, in the parish of Crickhowell, in the county of Brecon, by a junction with the authorised line of the Vale of Crickhowell Railway, at the termination thereof in the field numbered 181 on the tithe commutation map of the said parish of Crickhowell, and terminating in the parish of Llanddetty, in the same county, by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point 35 yards south of the bridge over the River Usk on that railway, which said intended railway will be made from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them (that is to say), Crickhowell, Saint Michael Cwmdy, Tretower, Cenol, Cilwych, Llansaintffread, and Llanddetty, all in the said county of Brecon.

Secondly.—A railway commencing by a junction with the said intended railway in a field numbered 535 in the tithe commutation map of the parish of Llanddetty, and terminating by a junction with the Brecon and Merthyr Tydfil Junction Railway at a point 50 yards north east of Talybont station on that railway, which last-mentioned intended railway will be wholly situated in the said parish of Llanddetty.

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes or some of the purposes following, that is to say:—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels, as shown on the sections hereinafter mentioned.

To cross, stop up, alter, or divert, for the purposes of the Bill, and 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.

To purchase by compulsion and by agreement lands, houses, and hereditaments, and to acquire easements over lands and hereditaments, for the purposes of the intended works and of the Bill, and to vary or extinguish any rights and privileges connected with such lands, houses, and hereditaments.

To levy tolls, rates, and duties upon or in respect of the said intended railways and works, to alter the tolls which the Company are authorized to take on their authorized line, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively, and to confer, vary, or extinguish other rights and privileges.

And it is also intended by the said Bill to empower the Company and all companies or persons lawfully working or using the authorized or intended railways of the Company, or any part

thereof, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, upon rates, payments, terms, and conditions, to be prescribed by or under the Bill, or (failing agreement) settled by arbitration, the following railways and portions of railways, viz:—

First.—The railways of the Merthyr, Tredegar, and Abergavenny Railway Company.

Second.—So much of the Brecon and Merthyr Tydfil Junction Railway as is situate between the junction therewith of the said intended railway at or near the Talybont station and the point of junction of the Brecon and Merthyr Tydfil and Neath and Brecon Railways at the town of Brecon.

Together with all stations, sidings, warehouses, buildings, booking, and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraphs, signals, and machinery in and upon those railways and portion of railway respectively, and to require the companies and persons owning and working those railways and portion of railway respectively, to afford and render all facilities and services for the purposes aforesaid.

And it is also intended by the said Bill to empower the London and North-Western, the Great Western, the Merthyr, Tredegar, and Abergavenny, the Brecon and Merthyr Tydfil Junction, the Neath and Brecon, the Mid-Wales, and the Hereford, Hay, and Brecon Railway Companies, or either of them, and the Company and any company or persons working or using the railways or any part of the railways of 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 either of the contracting Companies or persons of the undertaking railways and works of the other of them, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon; the collection, payment, division, appropriation, and distribution of the tolls and other income and profits arising therefrom, the employment of officers and servant, and the rents, payments, allowances, and considerations, annual, periodical, or in gross, to be paid or made by either of the contracting parties to the other or others of them, and any incidental matters.

The Bill will authorize the Company to apply to the purposes of the proposed railway and works and of the Bill any part of the funds which they are now authorized to raise, and which may not be required for the purposes of their now authorised undertaking, and to raise further money for the purposes aforesaid by borrowing and by the creation of new shares and stock in the Company.

And it is intended to incorporate with the said Bill all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and so far as may be necessary or desirable for any of the purposes of the said Bill, to amend the provisions of the several Acts of Parliament following, or some of them (that is to say), "The Vale of Crickhowell Railway Act, 1864," local and personal Acts, 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130, and 27 and 28 Vic., cap. 316, relating to the Neath and



Brecon Railway Company; 23 and 24 Vic., cap. 17, and all other Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company; 22 and 23 Vic., cap. 84, and all other Acts relating to the Hereford, Hay, and Brecon Railway Company; 3 and 4 Will. 4, cap. 36, and 9 and 10 Vic., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 5 and 6 Will. 4, cap. 107, and 26 and 27 Vic., cap. 113, and all other Acts relating to the Great Western Railway Company; 22 and 23 Vic., cap. 59, and all other Acts relating to the Merthyr, Tredegar, and Abergavenny Railway Company; and 22 and 23 Vic., cap. 63, and 23 and 24 Vic., cap. 133, and all other Acts relating to the Mid-Wales Railway Company.

And notice is hereby given, that on or before the 30th day of November, 1864, plans and sections of the said intended railway and works, together with a book of reference to such plans; a published map, with the line of the intended 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 Brecon at his office in the borough of Brecon; 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 and extra-parochial place from, in, through, or into 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 in the case of each such 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 notice is hereby further given, that on or before the 23rd day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1864.

*David Thomas*, Brecon,

*E. J. C. Davies*, Crickhowell, Solicitors.

*William Bell*, 26, Duke Street, Westminster, Parliamentary Agent.

In Parliament.—Session 1865.

Swansea and Aberystwith Junction Railway.

(Deviations and New Line to Manchester and Milford Railway; Level Crossings; Further Money Powers; Powers over Vale of Towy, and Manchester and Milford Railways; Amendment of Acts).

**N**OTICE is hereby given that the Swansea and Aberystwith Junction Railway Company, who are herein referred to as "the Company," intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable them to make and maintain, as part of their undertaking, the railway hereinafter mentioned.

1. A railway (herein referred to as Railway No. 1) commencing in the parish of Llandeilo fawr, by a junction with the authorized line of the said Swansea and Aberystwith Junction Railway No. 1, at a field numbered 175 on the deposited plans referred to in "The Swansea and Aberystwith Junction Railway Act, 1864," passing thence through or into the following parishes and places, or some of them (that is to say), Llandeilo fawr, Llandeilo Villa and Liberty, Pentrecwn, Treacastle, Tregib, Brynbeirdd, Manorfabon, Manorfabon in Glanamman, Glynammann, Cwmcauwllywd,

Lower Manordeilo, Upper Manordeilo, Rhoesmane, Tyresgob, Tachleuan, Rhiwlas, Taliaris, Llan-sadwrn, Llansadwrn (Upper Hamlet), Llansadwrn (Lower Hamlet), Llangadock above Sawdde, Dyffryn Cydrich, Gwynfe, Llanwrda (Upper Division), Llanwrda (Lower Division), Llanfair-ar-y-bryn, Rhandir Abbott, Rhandir Ganol, Rhandir Isaf, Rhandir Uchaf, Llandingat, Mothvey (Upper Division), Mothvey (Lower Division), and Cilycwm, all in the county of Carmarthen, and terminating in the said parish of Llandingat, by a junction with the Vale of Towy Railway, about 10 chains from the north-end of the Timber Bridge carrying the said Vale of Towy Railway over the river Towy, near a place called Llwyd Jack, in the parish of Llandingat, in the said county of Carmarthen.

2. To enable the Company to abandon so much of No. 1 Railway, authorized by the said Act of 1864, as lies between a point at or near an occupation road, in the parish of Llanfair Clydogau, in the county of Cardigan, numbered 22a on the before-mentioned plans, and the termination of the said authorized line, and in the stead of the portion of railway so to be abandoned to make and maintain between the points aforesaid a new or substituted railway (herein referred to as No. 2), with all necessary stations, works, approaches, and conveniences; and which said new or substituted line of railway will pass through or into the following parishes and places, or some of them, that is to say:—Cellan, Llanfair Clydogau, Llanddewi Brefi, Gorwydd, Garth and Ystrad, Gogoyan, Llanio, Prysc and Carfan, Doithie Pysgottwr, Doithie Camddwr, Bettws Leiki, Gartheli, Blaenpenal, Gwynfil, Caron, Argoed and Ystrad, Croes and Berwyn, Blaen Caron, Treflyn, Blaenayron, Trecefel, Llangybi, Bettws Bledrws, Silian, Lampeter Pont Stephen, Uch Croyddin, Is Croyddin, and Trevigoed, all in the county of Cardigan.

3. To enable the Company to abandon Railway No. 2, authorized by the said Act of 1864, and in lieu thereof to make and maintain a new or substituted line of railway (herein referred to as No. 3), with all necessary works, stations, approaches, and conveniences; such said new or substituted line to commence by a junction with the Manchester and Milford Railway, in the parish of Pencarreg, in a field numbered 6 on the before-mentioned deposited plans, passing thence through or into the following parishes and places, or some of them, (that is to say), Trevigoed, Is Croyddin, Uch Croyddin, Lampeter Pont Stephen, Silian, Bettws Bledrws, Llangybi, Trecefel, Blaenayron, Treflyn, Blaen Caron, Croes and Berwyn, Argoed and Ystrad, Caron, Gwynfil, Blaenpenal, Gartheli, Bettws Leiki, Doithie Camddwr, Doithie Pysgottwr, Prysc and Carfan, Llanio, Gogoyan, Garth and Ystrad, Gorwydd, Llanddewi Brefi, Llanfair Clydogau, and Cellan, all in the county of Cardigan, and Pencarreg, Coedmore, Dolgwm, and South Side, all the county of Carmarthen, and terminating by a junction with the Railway No. 2, proposed to be made under the powers of the said Bill, in the field in the said parish of Llanddewi Brefi, numbered 44 on the before-mentioned deposited plans.

4. To enable the Company to construct and maintain a railway (hereinafter referred to as Railway No. 4), with all necessary works, stations, approaches, and conveniences connected therewith, to commence in the parish of Pencarreg, in the said county of Carmarthen, in a field numbered 26 on the before-mentioned deposited plans, to pass thence through or into the following parishes and places, or some of them, that is to say,—Pencarreg, Coedmore, Dolgwm, and South Side, in the said county of Carmarthen, and Lampeter Pont Stephen, Is Croyddin, Uch Croyddin, and Trevigoed,

in the said county of Cardigan, and to terminate in the said parish of Pencarreg, at or near the Bridge now in course of construction, by the Manchester and Milford Railway Company, over the River Teifi, near the town of Lampeter.

To authorize the Company to make and maintain the Railway No. 1, authorized by the before-mentioned Act of 1864, across and on the level of the public roads, in the parish of Llandeilo fawr, in the county of Carmarthen, numbered respectively 61, 62, and 204 on the before-mentioned plans, and across and on the level of the public roads, in the parish of Talley, in the county of Carmarthen, numbered respectively 31, 64, and 207 on the said plans, and across and on the level of the public roads, in the parish of Conwil Gaiu, in the county of Carmarthen, numbered respectively 59 and 108 on the said plans, and across and on the level of the public roads, in the parish of Cellan, in the county of Cardigan, numbered respectively 6, 102, and 162 on the said plans, and across and on the level of the public roads, in the parish of Llanfair Clydogau, in the county of Cardigan, numbered 9 on the said plans.

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and other works, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and other works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company to apply their existing funds, and any moneys they have still power to raise, to the purposes of the said railways and works, and, for the same purposes, to raise additional capital by shares or by stock, and by borrowing, and to issue in preferred half-shares and deferred half-shares any part of the capital by the said Act of 1864, authorized to be raised, or to be raised under the powers of the said Bill.

To enable the Company, and all Companies and persons lawfully using the railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon, or settled by arbitration, or defined by the Bill, the following portions of railway, together with the stations, watering-places, booking-offices, sidings, works, and conveniences connected therewith respectively;

that is to say, the Vale of Towy Railway, between the junction of the railway (proposed to be authorized by the said Bill, and herein referred to as No. 1) with the said Vale of Towy Railway, and the terminus of that line at Llandovery, and the Manchester and Milford Railway, between the junction therewith of the proposed Railway No. 3 and the termini of the Manchester and Milford Railway at Llanidloes and Aberystwith.

To require the respective Companies, or persons owning or working the said Vale of Towy Railway and Manchester and Milford Railway, to receive, book through, forward, accommodate, and deliver on and from the said respective railways, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for any part of the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration; and if need be, the Bill will alter the tolls, rates, and charges upon the Vale of Towy Railway and Manchester and Milford Railway, and confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing

rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Land Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Swansea and Aberystwith Junction Railway Act, 1864;" also of the following and of any other Acts relating to the Vale of Towy Railway Company, namely:—17 and 18 Vic., cap. 150; 21 and 22 Vic., cap. 147; and the 23 and 24 Vic., cap. 161; also the following and of any other Acts relating to the Manchester and Milford Railway Company, namely:—23 and 24 Vic., cap. 175; and the 24 and 25 Vic., cap. 150.

Duplicates plans and sections, describing the lines, situations, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, or which may be required to be taken under the powers of the Bill, 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 lines of railway delineated thereon, so as to show their general course and direction, and a copy of this notice will, on or before the 30th of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith; and with the Clerk of the Peace for the county of Carmarthen, at his office at Llandovery; and on or before the same day a copy of much of the said plans, sections, and book of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this 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 clerk of the same parish immediately adjoining such extra-parochial place at his place of abode.

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, 1864.

*Rixon and Son*, 38, Cannon-street, London;

*D. Long Price*, Talley, Carmarthenshire;

Solicitors for the Bill.

In Parliament.—Session 1865.

Carmarthenshire Railway Company.

(Purchase of additional Lands; Transfer to the Llanelly Railway and Dock Company of Powers as to Railway No. 1, authorized by "The Carmarthenshire Railway Act, 1864," and obligation on that Company to Exercise such Powers; Amendment of Acts.)

NOTICE is hereby given, that the Carmarthenshire Railway Company (who are herein referred to as "the Company") intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To authorize the Company to purchase, by compulsion and by agreement, additional lands for the purposes of the bridges for carrying the Railway No. 2, authorized by "The Carmarthenshire Railway Act, 1864," over or under, as the case may be, the public carriage roads numbered respectively on the deposited plans referred to in the said Act as follows:—2, 35, 56, and 83A, in the parish of

Llanelly, and 22, 27, and 38, in the parish of Llanon.

Also to purchase compulsorily, for the purposes of the Railways 2 and 3 authorized by the said Act, certain lands in the parish of Llanelly, immediately adjacent to and to the southward of Railway No. 2, and lying between the road in the said parish numbered 66 on the before-mentioned plans and the commencement of Railway No. 3.

To enable the Company to issue in preferred half shares and deferred half shares any part of the capital which they are by the before-mentioned Act authorized to raise.

To transfer to and to vest in "The Llanelly Railway and Dock Company" all the powers which are conferred upon the Carmarthenshire Railway Company by the said Act of 1864, for and with respect to the construction and maintenance of the Railway No. 1, authorized by the said Act, and to require the said Llanelly Railway and Dock Company to make the said railway, and to defray the expense thereof out of their existing funds and any moneys which they have still power to raise, and, if need be, to authorize and require the said Company to raise additional capital by shares or by stock, and by borrowing, giving them power to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To authorize the abandonment by the Company of the said Railway No. 1, and the consequent reduction of the capital of the Company.

In the case of the powers as to Railway No. 1 not being transferred as aforesaid to the said Llanelly Railway and Dock Company, the Bill will authorize and require that Company to pay the cost of constructing the said railway out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan; and with or without any priority of dividend or interest and other advantage over their existing and authorized capitals; and the Bill will enable and require the said Company to hold shares in the capital of the Company to the extent of the money to be so paid by them.

The Bill will confirm any agreement already made; or which prior to the passing of the Bill may be made, between the before-mentioned Companies, touching the Railway No. 1 before referred to, or relating to the undertaking of the Carmarthenshire Railway Company; and the Bill will also vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of "The Carmarthenshire Railway Act, 1864," and of the following, and of any other Acts, relating to the Llanelly Railway and Dock Company, viz.:—"The Llanelly Railway and Dock Act, 1853;" "The Llanelly Railway and Dock Act, 1860;" "The Llanelly Railway and Dock (New Lines) Act, 1861;" "Llanelly Railway and Dock Act, 1862;" "The Llanelly Railway and Dock Act, 1863;" "The Llanelly Railway and Dock (Further Powers) Act, 1864;" and "The Llanelly Railway and Dock Company's (Capital) Act, 1864."

Duplicate plans, describing the situation of the lands, houses, and other property to be acquired under the powers of the Bill, 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, 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 Carmarthen, at his office, at Llandovery; and on or before the same day a copy of so much of the said plans and book of reference as relates to each parish in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish, at his residence.

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 8th day of November, 1864.

*Rixon and Son*, 38, Cannon-street, City,  
Solicitors for the Bill.

*Dyson and Co.*, 24, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament—Session 1865.

Parish of St. George in the County of Gloucester.  
(Alteration of Vestry, &c., Amendment of Acts, Alteration of Provisions as to election and appointment of Churchwardens and Overseers of the Poor of the Parish.)

**N**OTICE is hereby given that application is intended to be made to Parliament in the next session for an Act to repeal, amend, extend, and consolidate all or some of the provisions of the local or local and personal Acts of Parliament following; or some of them, that is to say, 24 Geo. II., cap. 37 and 38 Geo. III., cap. 69.

And it is proposed by the said intended Act to make new or different provisions as to the election and appointment of churchwardens and overseers of the poor for the parish of St. George, in the county of Gloucester, and to repeal and alter the several provisions with respect to the electing, returning, and appointing such churchwardens and overseers or some of such provisions, and to vest the election or appointment of one of such churchwardens in the vicar and of the other churchwarden, and of such overseers in the inhabitants of the said parish in vestry assembled, the said overseers to be appointed to serve for the same time and in the same manner and in the same order and rotation as is provided by the Act of Parliament 38 Geo. III., cap. 69, and the other Acts in force for the regulation of parish vestries.

And it is also proposed by the said intended Act to make the vestry of the said parish of St. George an open vestry under the provisions of the Acts in force for the regulation of parish vestries, and to repeal, alter, and amend such of the provisions of such Acts as may be necessary for the purposes of the said intended Act, and to confer all rights and privileges necessary for the purposes of the intended Act, and to vary or extinguish all rights and privileges inconsistent with the purposes thereof.

And notice is hereby given, 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 this 10th day of November, 1864.

*C. and J. H. Latham*, Bristol, Solicitors  
for the Bill.

*Sudlow and Co.*, 8, Manchester Buildings,  
Westminster, Parliamentary Agents.

## Oldham Borough Improvement.

(Repeal and Consolidation of Acts; Discontinuance in the Borough of "The Public Health Act, 1848," "The Local Government Act, 1858," and "The Public Baths and Washhouses Act, 1846;" Appointment of Officers; Powers for Sewage, Drainage, Cleansing, Lighting, and Improving of the Borough; Paving and Improvement and Regulation of Streets; Prevention and Removal of Nuisances; Maintenance of Police Force and Fire Brigade; Maintenance, Regulation, and Improvement of Town-hall and existing Markets and Fairs; Transfer of Property and Rights of the Oldham New Market Company; Dissolution of that Company; Establishment of new Markets and Fairs; Establishment and Regulation of Weighing Machines and Slaughter-houses; Providing of Parks and Places of Public Recreation and Libraries and Museums; Construction of new Streets; Improvements of existing Streets; Stopping up of Gas Street, and other Highways; Maintenance of existing Gas and Water Works; Construction of New Gasworks; Powers to lay down Mains and Pipes; Establishment of Burial Board; Dissolution of existing Burial Board; Purchase of Lands, compulsorily or otherwise; Sale or Lease of Lands; New and altered Tolls, Rates, and Duties; Power to raise Money by Borrowing; Power to make Bye-laws; Amendment of other Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the mayor, aldermen, and burgesses of the borough of Oldham, in the county palatine of Lancaster (hereinafter called "the Corporation"), for leave to bring in a Bill to repeal, wholly or in part, and to consolidate and re-enact, or to alter, amend, extend, or enlarge the following local and personal Acts relating to the borough of Oldham, in the county palatine of Lancaster, or some of them (that is to say): 7 George IV., cap. 117; 6 George IV., cap. 171; 1 and 2 Vict., cap. 96; "The Oldham Corporation Gas and Water Act, 1853," and "The Oldham Corporation Gas and Water Act, 1855," and to provide for the better management, regulation, paving, lighting, watching, watering, cleansing, draining, sewerage, and otherwise improving, of the borough of Oldham. And it is intended by the said Bill to effect the objects following, or some of them (that is to say):—

To rescind, nullify, and make void and inoperative all or any resolutions of the Council of the borough of Oldham adopting in or for that borough "The Public Health Act, 1848," or "The Local Government Act, 1858," or "The Public Baths and Washhouses Act, 1846," or any parts of those Acts respectively, and to declare that from the passing of the Bill neither of those Acts, nor any part or parts thereof, shall be in force within the said borough, or otherwise to discontinue the operation within the borough, of the said several Acts, or any of them, and to provide for the payment of all money borrowed, or to be borrowed, by the Corporation under "The Public Works (Manufacturing Districts) Act, 1863," and the interest thereof, as if the intended Act had not been passed.

To enable the Corporation from time to time to appoint and remove surveyors, inspectors, and other officers for carrying the intended Act into execution, and to prescribe and determine the nature and extent of their duties, and the salaries or remuneration to be paid to them.

To vest in the Corporation all sewers and drains (whether public or private) within the borough

of Oldham (hereinafter referred to as "the Borough").

To make effectual provision for the sewage and drainage of the borough, and, as incidental thereto, to enable the Corporation to divide the borough into drainage districts; to construct new sewers, with reservoirs, sluices, engines, and works for cleansing the sewers; to provide means for carrying off such sewage, or for its collection, distribution, and sale for agricultural or other purposes; to enlarge, alter, or improve, or demolish, or discontinue existing sewers; and to make or compel the making and keeping in repair of house drains and sanitary conveniences; and to prescribe and regulate the levels of the foundations of houses and buildings to be erected or rebuilt.

To attach penalties to all acts and things done or permitted contrary to the provisions of the intended Bill.

To enable the Corporation to charge the expense of or occasioned by any of the before-mentioned works upon owners, lessees, and occupiers of property.

To make effectual provision for the paving and maintaining of streets within the borough, and as incidental thereto, to vest in the Corporation all existing and future roads, streets, footpaths, ways and public places, and the materials thereof; to constitute the Corporation the surveyors of highways within the borough; to provide that all existing and future roads, streets, footpaths, ways and public places shall be sewered, drained, levelled, paved, flagged, channeled, macadamised, or otherwise made good, and to charge the expenses thereof upon property within the borough, and upon owners, lessees, and occupiers of property; and to provide for the more easy recovery thereof.

To empower the Corporation to regulate the laying out of new streets within the borough, and to prescribe the level of every such street, and to determine and regulate the line and time and mode of construction, and the length and width thereof, and the lines of frontage and heights and elevations of houses or buildings in such streets or abutting thereon.

To provide for the naming and altering from time to time the names of existing and future streets, and the numbering and altering from time to time the numbers of the houses and buildings therein.

To empower the Corporation to authorise any house or building to be set forward, or to take down, or set back any house or building for improving the line of any street; to prevent, remove, or alter projections, obstructions, and dangerous openings in, upon, under, or abutting upon any street, highway (including turnpike roads), or public place; and to prevent, limit, or regulate, the displaying of goods for sale in or upon any street, highway, or public place, or on any land adjoining or near thereto.

To empower the Corporation to remove, pull down, repair, or rebuild ruinous or dangerous buildings, and to recover the expenses thereof from the owner or occupier, and to sell the materials of any building so removed or pulled down.

To make provision for the cleansing and keeping clean of streets and public places within the borough.

To empower the Corporation to maintain and pay a police force and a fire brigade, and to build or provide suitable gaols, court-houses, and station-houses and other buildings for both forces.

To prohibit or restrict dangerous or noisome trades, manufactories, and businesses, and to restrict prevent, and remove nuisances and obstructions, smoke and noisome gases, offensive noises, itinerant shows, dangerous animals, street music, and offences

against decency and morality, and to regulate and license or restrict scavengers and pawnbrokers, lodging-houses, marine store dealers, houses of public entertainment, porters, hackney carriages, and animals plying for hire, and their drivers, keepers, and attendants.

To provide for the construction of buildings to be hereafter erected in such way as to prevent fire, for the supplying of public buildings with fresh air, and for preventing or regulating the letting cellars or underground rooms, or other improper or insufficient places as dwelling-places.

To empower the Corporation to carry into effect the purposes following or some of them (that is to say):

To maintain, regulate, and improve the town-hall, the market and fairs, market places, market hall, and places for holding fairs, and to alter and fix the periods for holding the markets and fairs, and the duration thereof; to abolish existing markets and fairs, and establish others, and provide sites and buildings for new markets and fairs, with approaches thereto, and other works and conveniences.

To prohibit the holding of any unauthorised or abolished market or fair, and the hawking, display, or sale of any animal, provisions, commodities, merchandise, or things in the streets or public places, or elsewhere than in the authorised market places.

To purchase and acquire, by agreement or otherwise, and to hold and enjoy the market or markets, lands, property, chattels, effects, tolls, rents, stallages, rights, and privileges, of or belonging to, or held in trust for, or for the benefit of the Oldham New Market Company, and to enable that Company, and all persons holding in trust for them, or for their benefit, to sell and transfer the same to the Corporation accordingly, and, if need be, to provide for the winding up and dissolution of that Company.

To provide and regulate public weighing machines, knackers' yards, and slaughter-houses, and to license or regulate, prohibit or restrict, the use of any private slaughter-houses and knackers' yards now existing, or hereafter to be established, and to restrict the slaughter of animals elsewhere than in public or licensed slaughter-houses and knackers' yards.

To let the market and market places, stands, stalls, and shops, weighing machines, knackers' yards, and slaughter-houses, and the tolls, rents, stallages, and other duties and profits arising therefrom.

To provide parks and places of public recreation, and to appropriate and use for that purpose lands belonging to the Corporation in the township of Oldham, and parish of Prestwich-cum-Oldham, in the county palatine of Lancaster, and to lay out, fence, drain, and ornament such lands, or some part thereof, and to erect and construct suitable buildings thereon.

To maintain or establish and regulate public baths and washhouses, and public bathing places and public drying grounds for the use and accommodation of the inhabitants of the borough and others.

To maintain or erect libraries and museums within the borough.

To lay out, make, and maintain the new streets hereinafter mentioned, with roadways, pavements, and footways, and other works and conveniences (which several new streets will be respectively wholly within the township of Oldham, in the parish of Prestwich-cum-Oldham, in the county palatine of Lancaster), that is to say:

First. A street (No. 1) commencing at or near the northern end of Peter-street, at or near its junction with Schoolcroft, and terminating at or

near the house known as the Doctor Syntax Inn, in the occupation of John Patterson, situate on the south side of High-street.

Second. A street (No. 2) commencing at or near the western end of Saint Peter-street, at or near its junction with Chapel-street and Chapel-croft, and terminating on the eastern side of Peter-street, at or near the houses in that street in the occupation of Patrick Mullan and Patrick Carthy.

Third. A street (No. 3) commencing at or near the western end of Ascroft-street, at or near its junction with Saint Peter's-place, and terminating on the eastern side of Peter-street, on land in the occupation of Messieurs Thomas Noton and Sons, and at a point opposite, or nearly opposite to Priory-street.

Fourth. A street (No. 4) commencing at or near the northern end of Terrace-street, and terminating at or near the southern end of Corn-street.

To widen, alter, or improve the following streets, roads and places, all wholly within the township of Oldham and parish of Prestwich-cum-Oldham aforesaid, that is to say:

First. The street or road called or known as Bottom of Moor, commencing at the western end of the wooden building in the occupation of James Mallalieu, and terminating at the eastern end of the wooden building in the occupation of William Robinson.

Second. Lees-road, commencing at or near the western side of the outbuildings and premises belonging to and in the occupation of Thomas Whalley, and terminating at or near the shop and premises in the occupation of William Taylor or his trustees, at the corner of Glodwick-road.

Third. Yorkshire-street, commencing at or near the eastern side of a shop and dwelling house in the occupation of Charlotte Abbotson, and terminating at or near the eastern side of a shop and dwelling house at the corner of Albert-street, in the occupation of Mayall Wade.

Fourth. Church-lane, commencing at or near the western end of the shop situate at the western end of Church-lane, in the occupation of James Maroney, and extending easterly in or along High-street to or near the eastern end of the shop, dwelling-house, and premises in the occupation of Samuel Blackburne, and terminating in Church-lane at the western end of the office or building in the occupation of Messieurs Summerscales and Twcedale.

Fifth. High-street, commencing at or near the eastern side of the shop and premises in the occupation of Samuel Schofield, and terminating at or near the western side of the house known as the Albion Inn, at the corner of Curzon-street, in the occupation of William Boothby.

Sixth. West-street, commencing at or near the front or eastern side of the inn known by the name of the Prince William of Gloucester, situate in the market-place, and in the occupation of William Mort, and terminating at or near the western side of the house known as the Stag's Head Inn, in West-street, in the occupation of Charles Meadowcroft.

Seventh. Bent, otherwise Middleton Road, commencing at or near the eastern side or front of a cottage or dwelling-house and premises in the occupation of Maria Mills, and terminating at or near the western side of the same premises.

Eighth. Lower West-street, commencing at or near the eastern side of a cottage in the occupation of Mary Haydock, and terminating at or near the western side of a cottage in the occupation of Ann Hill.

Ninth. Priory-street, commencing at or near the north-western end of a cottage or dwelling-house in the occupation of Joseph Berry, and terminating at

or near the end of Priory-street, at or near its junction with George-street.

Tenth. Arkwright-street, commencing at or near the eastern end of a machine shop or building on the south side of Arkwright-street, in the occupation of Messieurs Platt, Brothers, and Company, and terminating at or near a cottage in Featherstall-road, in the occupation of Hannah Neild.

To stop up, alter, or divert Gas-street within the borough, and to vest the soil thereof in the Corporation or in the adjoining owners, and to extinguish all public and other rights over the same.

To alter, divert, or stop up roads, streets, foot-paths, and highways within the borough.

To enter into and carry into effect agreements with owners of and other persons interested in any lands or houses for or in reference to the purchase, alteration, or removal of houses or buildings, in the line of, abutting upon, or adjoining any street, or which might conveniently be altered or removed for the purpose of widening or improving any street, and for the widening and improvement of such streets accordingly.

To supply gas and water for public and private purposes, and to maintain the gas and waterworks of the Corporation which will be defined or sanctioned by the Bill.

To manufacture gas, and to construct manufactories, gasometers, and other works for making and storing gas, and for other purposes in connection therewith, in, upon, and over the lands hereinafter described, that is to say :

First. The closes and parcels of land belonging to the Corporation, situate at or near Higginshaw, in the township of Royton, in the parish of Prestwich-cum-Oldham, in the county palatine of Lancaster, bounded on or towards the north-east by the Royton branch of the Lancashire and Yorkshire railway ; on or towards the north, in part by an occupation road which is intended for a street, and in other part, and on the north-west, by land belonging to Sir Joseph Rudcliffe, Bart. ; on or towards the west, in part by Edge Lane-road, and in part by land belonging to John Tomlinson Hibbert, Esq., M.P., and others ; on or towards the south by land belonging to the said John Tomlinson Hibbert, Esq., M.P., and others, and on or towards the south-west, partly by land belonging to the said John Tomlinson Hibbert, Esq., M.P., and others, and partly by land, buildings, and premises, belonging to Mrs. Anthony Firth, or her trustees ; on or towards the south-east in part by the said land and buildings belonging to Mrs. Anthony Firth, or her trustees, in part by the Higginshaw-lane leading from Oldham to Shaw, and in part by the land and buildings next hereinafter described, and on the east by the continuation of the said Higginshaw-lane, all which said lands are now in the occupation of the Corporation or James Winterbottom, their tenant.

Secondly. The piece or plot of land at Higginshaw, in the township of Royton, in the parish of Prestwich-cum-Oldham, in the said county palatine, bounded on the south-west, north-east, and north-west by the lands or parts of the lands first above described as part of the site of the intended manufactories, gasometers, and works for making and storing gas, and on the south-east by Higginshaw-lane, together with the five cottages or dwelling-houses thereon erected, all which piece of land, cottages, and premises now under description belong to James Lingard, John Whitehead, and Ann his wife, and Thomas Taylor, or some or one of them, and are in the respective occupations of the said John Whitehead, Daniel Nield, Joseph Wolfenden, James Lees, and Henry Thewlis, or some or one of them.

Thirdly. The piece or plot of land belonging to, or reputed to belong to Esther Gee (an infant, the

only child and heiress-at-law of the late George Gee, deceased), Edward Clegg, and George Hamilton and Elizabeth his wife, or some or one of them, and situate in the township of Failsworth, in the parish of Manchester, in the county palatine of Lancaster, bounded on the west partly by the site of an intended street, which lies on the eastern side of the gasworks there, belonging to the Corporation, and partly by land belonging to the Corporation ; on the north and south by lands and buildings belonging or reputed to belong to the said Esther Gee, Edward Clegg, and George Hamilton and Elizabeth his wife, or some or one of them ; and on the east by an occupation road belonging to Abraham Leach, Esq., the said Esther Gee, Edward Clegg, George Hamilton and Elizabeth his wife, and the mayor, aldermen, and burgesses of the borough of Oldham, as surveyors of highways within the said borough, or some or one of them.

Fourthly. A triangular strip or piece of land belonging to John Tomlinson Hibbert, Esq., M.P., and others, and situate in the township of Failsworth, in the parish of Manchester, in the said county palatine, and bounded on the west by the site of the before mentioned intended street lying on the eastern side of the gasworks there, belonging to the Corporation, on the south by the lastly before described land, and on the east by other land of the said John Tomlinson Hibbert, Esq., M.P., and others.

To prescribe or define the limits within which the Corporation may supply water and gas.

To lay down and maintain mains, pipes, culverts, and other works for the distribution of water and gas within the limits to be prescribed or defined by the Bill, in, through, under, or across, and for those purposes, and also for all or any of the other purposes of the intended Bill, to break up, alter, divert, or stop up, either temporarily or permanently, any turnpike or other roads, streets, highways, foot-paths, bridges, quays, piers, canals, towing-paths, railways, tramroads, sewers, drains, streams, and watercourses within such limits.

To purchase and acquire, compulsorily or by agreement, for the purposes of the Bill, lands and houses situate in the parishes, townships, extra-parochial and other places next hereinafter mentioned, or some or one of them, that is to say, Butterworth, Rochdale, Failsworth, Manchester, Oldham, Royton, and Prestwich-cum-Oldham, all in the county palatine of Lancaster.

To be the burial board for the borough, and to confer upon them all the powers given, or to be given, to burial boards by any Acts of Parliament ; and to empower them to inspect, regulate, control, and restrict the use of all or any of the existing or future cemeteries or burial grounds within the borough, and the Bill will vest in the Corporation Chadderton Cemetery, in the township of Chadderton, in the parish of Prestwich-cum-Oldham, in the county palatine of Lancaster, and the Greenacres Cemetery, at Greenacres, in the township of Oldham, in the parish of Prestwich-cum-Oldham, in the same county, belonging to or vested in the existing burial board for the borough, which burial board will (if necessary or expedient) be dissolved by the Bill.

To purchase and take by compulsion and otherwise, and take leases or grants of, or easements over, the several lands hereinbefore described, and all lands, houses, and hereditaments requisite for the purposes, or any of the purposes, of the Bill, and to vary or extinguish any rights or privileges connected therewith, and any other rights and privileges which would in anywise interfere with the objects of the said Bill, and to confer other rights and privileges.

To sell or dispose of, or to let upon lease for



building or other purposes, any lands from time to time belonging to or vested in the Corporation, or in which they have any estate and interest, and to sell and dispose of the reversion in any lands so let upon lease.

To vary the tolls, rates, duties, stallages, rents, and other payments now respectively authorised to be taken under the before-mentioned Acts or any of them, and also the highway rates within the borough, and the mortuaries and other fees payable to incumbents of parishes and other ecclesiastical persons and corporations; to levy new tolls, rates, rents, or duties, for all or any of the purposes of the said Bill, and for discharge of existing liabilities, and new stallages, tolls, rates, rents, fees, and payments at, in, or for the public markets and fairs, market places, market halls and stands, stalls and shops therein, weighing machines, slaughter-houses, and cemeteries or burial-grounds, and for licenses; to confer, vary, or extinguish exemptions from the payment of any such new or altered tolls, rates, duties, stallages, rents, fees, and other payments.

To borrow money on the credit of the lands, hereditaments, and property of the Corporation, and of the borough rate and borough fund, and of the tolls, rates, duties, stallages, rents, fees and other payments to be levied, raised, or taken under the Bill; or of any or either of those funds or securities, and to take upon themselves and charge on those funds, or securities, or any of them, the debts and liabilities of any bodies, corporations, or persons mentioned or referred to in this Notice.

To make and alter bye-laws and regulations for all or any of the purposes of the said Bill, and to impose penalties for breach or non-observance thereof.

And it is intended by the said Bill to repeal in whole or in part the following local and personal Acts, that is to say, 46 George III, cap. 63; 6 George IV, cap. 83; and 7 William IV; and 1 Vict., cap. 43, relating to the Manchester, Oldham, and Austerlands Road Trust; and to provide for the removal of all tollgates and bars upon the roads mentioned in those Acts respectively, and to declare that such roads shall be deemed in future public highways, and repairable accordingly; and to prohibit the trustees from laying out any further monies upon those roads, and to make other and better provision for the application of monies in the hands or coming to the hands of the trustees under the said Acts respectively, and the discharge of the debts and monies charged or chargeable upon the tolls authorised to be taken by the said Acts respectively.

And it is also intended by the Bill to declare and enact that in future the road or street commonly called Shaw-road, in the township of Oldham, in the parish of Prestwich-cum-Oldham, in the said county palatine, shall be throughout its entire length a public highway, and repairable accordingly, and to empower the Corporation to enter into agreements with all parties interested in the said road or street, for compensating those parties in respect of their interests, which may be extinguished or affected by the Bill, and to make compensation to them accordingly, and to empower the Corporation to remove and abate all or any gates, bars, posts, or other obstructions on or in the said road or street.

And it is also intended to incorporate with the said Bill and apply to the borough the powers and provisions, or some of the powers and provisions of "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Markets and Fairs Clauses Act, 1847," "The Towns Improvement Clauses Act, 1847," "The Town Police Clauses Act, 1847," "The Water Works Clauses Acts, 1847 and 1863," "The Gas Works Clauses Act, 1847," and "The

Commissioners Clauses Act, 1847," or some of those Acts.

And notice is hereby further given that on or before the 30th day of November, 1864, plans and sections of the intended new streets, and widenings, alterations, and improvements of streets, with a book of reference to such plans, and also plans of the lands to be taken compulsorily under the powers of the intended Bill, with a book of reference thereto 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 palatine of Lancaster, at his office at Preston, in that county; and that on or before the said 30th day of November, a copy of so much of the said plans, sections, and books of reference of the intended new streets, and widenings, alterations, and improvements of streets, as relates to each parish, township, and extra-parochial place, in or through which the same respectively will be made or pass, and a copy of so much of the said plans, and books of reference of the lands to be taken for the intended gasworks, and of the lands to be taken compulsorily under the powers of the Bill as relates respectively to each parish, township, or extra-parochial place in which those lands respectively are situate, and also in each case a copy of this Notice as published in the London Gazette, will be deposited for public inspection, as regards each such parish, with the parish clerk thereof, at his residence, and as regards each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

And that 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 this 11th day of November, 1864.

*Jno. Ponsonby*, Solicitor for the Bill.

#### Preston and Wyre Railway Harbour and Dock.

(Power to London and North-Western and Lancashire and Yorkshire Railway Companies to widen Blackpool Branch of Preston and Wyre Railway; Further provisions as to Preston and Wyre Railway; Additional 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 empower the London and North Western Railway Company and the Lancashire and Yorkshire Railway Company (hereinafter called "the two Companies") to widen and improve and to lay down additional rails, and to make and maintain all necessary and proper stations, works, buildings, roads, bridges, approaches, and conveniences in connection therewith, upon the Blackpool Branch of the Preston and Wyre Railway (being the branch railway first described in and authorized by the Act (local and personal) 8 and 9 Vic, cap. 125) between and including its junctions with the Preston and Wyre Railway, in the township and parish of Poulton, otherwise Poulton-in-the-Fylde, in the county of Lancaster, near the Poulton station and its termination in the Blackpool Station, in the town of Blackpool, in the township of Layton, otherwise Layton with Warbreck, in the parish of Bispham, in the same county, which said intended widening, improvement, stations, works, buildings, roads, bridges, approaches, and conveniences will be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Poulton, Poulton-in-the-Fylde, Bispham, Carle-

ton, and Layton, otherwise Layton with Warbreck, all in the county of Lancaster.

To empower the two Companies to alter the existing junctions of the said Blackpool Branch with the Preston and Wyre Railway, in the parish of Poulton, otherwise Poulton-in-the-Fylde, aforesaid, by removing the north-westerly junction to a point on the Preston and Wyre Railway, 40 yards or thereabouts in the direction of Fleetwood, and by removing the south-easterly junction to a point on the Preston and Wyre Railway, 30 yards or thereabouts in the direction of Kirkham, and to make all such alterations in the works of the Preston and Wyre Railway and the Blackpool Branch thereof, as may be necessary for carrying into effect the objects of the said intended Act.

To authorize the two Companies to make deviations from the lines and levels of the said intended works as shown upon the plans and sections hereinafter referred to within the limits usually authorized by Parliament or to be prescribed by the said Act.

To empower the two Companies to purchase by compulsion or agreement lands, houses, and property for the purposes of the intended Act, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands and houses which would in any manner impede or interfere with the purposes of the intended Act, and to confer other rights and privileges.

To authorize the crossing and stopping up, alteration, or diversion of all turnpike and other roads, level crossings, footpaths, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction and use of the said intended works.

To authorize the two Companies to levy tolls, rates, or duties for or in respect of the Preston and Wyre Railway, and the several branches thereof, as already constructed, and upon the Blackpool Branch Railway when widened under the provisions of the intended Act, and to make further provision with reference to the said railways respectively.

To empower the two Companies, or either of them, to raise further moneys for the purposes of the intended Act, either by the creation of a separate and distinct capital in shares or stock, or by the creation of new shares or stock in their respective undertakings, with or without a guaranteed or preference dividend or other rights or privileges attached thereto, and by borrowing or by any or either of such means, or by such other means as shall be provided for or prescribed by the intended Act, and also to apply to the purposes of the intended Act, any capital or funds now belonging or hereafter to belong to them respectively, or under the control of their respective directors.

And it is also proposed by the intended Act to alter, amend, and extend, or to repeal some of the powers and provisions of the several Acts hereinafter mentioned or some of them, that is to say, the several Acts following directly or indirectly relating to or affecting 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, 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 180; 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., caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 100, 123, 128, 130, 208, and 223; 25 and 26 Vic., caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 198, 200, 208, and 209; 26 and 27 Vic., caps. 5, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 194, 226, 263, 273, 288, and 296. And also the several Acts following relating to or affecting the Lancashire and Yorkshire Railway Company, that is to say, local and personal Acts, 1 and 2 Will. 4, cap. 60; 2 Will. 4, cap. 69; 5 Will. 4, cap. 30; 6 and 7 Will. 4, cap. 111; 7 Will. 4, cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; and 27 and 28 Vic., caps. 32, 55, and 270. And also the several Acts following relating to or affecting the Preston and Wyre Railway Harbour and Dock, that is to say, local and personal Acts 5 and 6 Will. 4, cap. 58; 7 Will. 4, caps. 28 and 29; 2 and 3 Vic., caps. 1 and 54; 7 and 8 Vic., cap. 55; 8 and 9 Vic., cap. 125; 9 and 10 Vic., cap. 306; 12 and 13 Vic., cap. 74; and 26 and 27 Vic., cap. 5.

And notice is hereby also given, that on or before the 30th day of November instant, a published map and plans and sections describing the line and levels of the proposed widening of railway and works, and the lands required for the same, and for the stations, works, buildings, roads, bridges, approaches, and conveniences connected therewith, with a book of reference to such plans, 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 Lancaster, at his office in Preston, and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes and extra-parochial places in or through which the said intended widening and works, and the said stations, works, buildings, roads, bridges, approaches, and conveniences connected therewith are proposed to be made, together with a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November be deposited in the cases of parishes with the parish clerk of each 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 at his residence.

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 next.

Dated this 15th day of November, 1864.

James Blenkinsop, London.

T. A. and J. Grundy and Co., Manchester.  
Solicitors for the Bill.

In Parliament—Session 1865.

Barnsley, Ackworth, and Pontefract Railway.

(Incorporation of Company for construction of Railway from the South Yorkshire Railway, near Barnsley, to the Knottingley Branch of the North Eastern Railway; Powers to other Companies; Running powers over South Yorkshire and North Eastern Railways).

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:—

A railway (to be wholly situate in the West Riding of Yorkshire) to commence by a junction with the railway of the South Yorkshire Railway and River Dun Company, in the township of Ardsley, in the parish of Darfield, in the West Riding of the county of York, 400 yards or thereabouts west of the Oaks Colliery, and passing through or into the following parishes and places, or some of them, that is to say:—Darfield, Felkirk, Ardsley, Monk Bretton, Cudworth, Lower Cudworth, Upper Cudworth, Silkstone, Barnsley, Royston, Shafton, Brierley, South Hiendley, Hemsworth, Badsworth, Ackworth, Low Ackworth, Wragby, Hessele, Featherstone, Purston, Jaglin, Pontefract, East Hardwick, Carleton, Tanshelf, Darrington, Ferry Frystone, Ferrybridge, Ferry Frystone, or Ferrybridge, Knottingley, and terminating by a junction with the North Eastern Railway in the township of Ferry Frystone, and parish of Ferry Frystone, 50 yards or thereabouts south of the bridge; carrying that railway over the public highway from Ferrybridge to Pontefract.

A junction spur leaving the said main line in the said township of Ardsley, at a point where that railway will cross Oaks-lane 220 yards or thereabouts north of a place called or known as Oaks Farm, and terminating by a junction with the South Yorkshire Railway, 400 yards or thereabouts east of the said Oaks Colliery, wholly in the parish of Ardsley.

Another junction spur leaving the main line in the township and parish of Hemsworth, near to a place called Shaw Hill Quarry, and terminating by a junction with the West Riding and Grimsby Railway at or near the point where that railway crosses Hoyle Mill-lane, all in the township and parish of Hemsworth.

Another junction spur leaving the said main line in the township and parish of Hemsworth, in Hagg-wood, at a point 140 yards or thereabouts south of Hoyle-mill Dam, and terminating by a junction with the West Riding and Grimsby Railway at or near the point where that railway crosses Hoyle Mill-lane, all in the said township and parish of Hemsworth.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary, in constructing or maintaining the

said intended railway and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Company to run over and use the South Yorkshire Railway from the first above named junction therewith into the Barnsley Station of the South Yorkshire Railway and River Dun Company, and to use such station, and also to run over and use the railway of the North-Eastern Railway Company from the said proposed junction therewith of the proposed railway at Ferry Frystone to York, and to use the York and other stations thereon.

To authorize the South Yorkshire Railway and River Dun Company, and the Manchester, Sheffield, and Lincolnshire and North Eastern Railway Companies, or any or either of those Companies to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorized capital; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said South Yorkshire, Manchester, Sheffield, and Lincolnshire, and North-Eastern Railway Companies, or any or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the South Yorkshire Railway and River Dun Company, namely:—10 and 11 Vic., c. 291; 11 and 12 Vic., c. 65; 13 and 14 Vic., caps. 35 and 37; 15 and 16 Vic., c. 153; 22 and 23 Vic., c. 101; 24 and 25 Vic., c. 169; 25 and 26 Vic., c. 141; 26 and 27 Vic., caps. 146 and 238; 27 and 28 Vic., caps. 19 and 77; also of the following and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely:—the 12 and 13 Vic., c. 81; 13 and 14

Vic., c. 94; 15 and 16 Vic., caps. 83 and 114 16 and 17 Vic. caps. 52 and 145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., c. 5; 24 and 25 Vic., caps. 35, 66, and 86; 25 and 26 Vic., caps. 91 and 112; and 27 and 28 Vic., c. 77; and also of the following and of the several other Acts relating to the North-Eastern Railway Company, namely:— the 6 and 7 Wm. 4, c. 91; 4 Vic., c. 7; 7 and 8 Vic., c. 61; 8 and 9 Vic., c. 104; 10 and 11 Vic., c. 141; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; and the 27 and 28 Vic., caps. 20, 49, and 67.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 said West Riding of Yorkshire, at his office, at Wakefield; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Baxter, Rose, Norton, and Co.,*  
6, Victoria-street, Westminster;  
*Barr, Nelson, and Barr,* Leeds;  
Solicitors for the Bill.

In Parliament.—Session 1865.

West Riding and Grimsby Railway.

(Increase of Capital; Amendment of Act; Extension of Time.)

**N**OTICE is hereby given, that the West Riding and Grimsby Railway Company intend to apply to Parliament in the next session for leave to bring in a Bill to authorise them to raise additional capital by shares or stock, and by borrowing; and it is intended by the said Bill to attach to such additional capital either the same rights and privileges as by "The West Riding and Grimsby Railway Act, 1862," and the agreement scheduled thereto, are secured to the capital by that Act authorised to be raised, or other rights and privileges; and it is also intended by the said Bill to amend the said Act, and to repeal the provision in the said Act requiring the consent of the Lancashire and Yorkshire Railway Company before construction of the branch railway No. 5 in the said Act, and to extend the time for the compulsory purchase of lands for the construction of such branch, and so far as may be necessary the following and the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely, 12 and 13 Vic., cap. 81; 13 and 14 Vic., cap. 94; 15 and 16 Vic., caps. 83 and 114; 16 and 17 Vic., caps. 52 and

145; 18 and 19 Vic., caps. 91 and 129; 21 and 22 Vic., caps. 75 and 113; 22 and 23 Vic., cap. 5; 24 and 25 Vic., caps. 35, 66, and 86; 25 and 26 Vic., caps. 91 and 112; and 27 and 28 Vic., cap. 77; and also of the following and the several other Acts relating to the South Yorkshire Railway and River Don Company, namely, 10 and 11 Vic., cap. 291; 11 and 12 Vic., cap. 65; 13 and 14 Vic., caps. 35 and 37; 15 and 16 Vic., cap. 153; 22 and 23 Vic., cap. 101; 24 and 25 Vic., cap. 169; 25 and 26 Vic., cap. 141; 26 and 27 Vic., caps. 146 and 238; the 27 and 28 Vic., caps. 19 and 77; and the Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and of "The Companies Clauses Act, 1863."

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, 1864.

*Baxter, Rose, Norton, and Co.,* 6, Victoria-street, Westminster, S.W.

*Barr, Nelson, and Barr,*  
Solicitors for the Bill.

In Parliament.—Session 1865.

Southwark Bridge Transfer.

**A**PPPLICATION is intended to be made to Parliament in the ensuing session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable the Southwark Bridge Company to sell and transfer, or otherwise dispose of, either absolutely or for a term of years, and either in consideration of a sum in gross or an annual rent fixed or fluctuating, or other consideration, the Southwark Bridge and all the lands, property, and estate, real or personal, of the Company, and all their rights, powers, and privileges, together with their duties and liabilities; and the power of levying rates or tolls for or in respect of the use of the said bridge and the approaches thereto; or the Bill will authorise the Company so to dispose of the said bridge, with such parts only as the Bill shall define of the lands and property of the Company.

To enable the mayor and commonalty and citizens of the city of London (who are hereinafter referred to as the Corporation), the Metropolitan Board of Works, and the Commissioners of Her Majesty's Works and Public Buildings, or any of those bodies, to purchase or take on lease the undertaking of the Company, or such part of the undertaking as the Bill shall define, in consideration of such gross or periodical payments or other consideration as may be agreed on between the said Company and the said bodies respectively, or any of them, or as may be defined by the Bill.

To enable the Corporation to apply their corporate funds or their revenues to the payment of the said purchase-money or rent or other consideration, and to raise the necessary sums upon the credit of their corporate estate or revenues.

In like manner to enable the Metropolitan Board of Works to apply the rates or other revenue which they are authorised to raise to the payment of such purchase-money, rent, or other consideration; and to enable them to raise the necessary sums of money by mortgage of such rates or revenue, and to enable them to create, vary, and levy rates for these purposes within the Metropolitan District, or within such parts of the said district as the Bill may define.

To provide for the distribution among the mortgagees and shareholders of the Company of the purchase-money or annual rent, or other consideration so to be paid, and to provide for the winding up of the affairs of the Company, and the ultimate dissolution thereof.

The Bill will vary or extinguish all rights and privileges which may interfere with its objects; and it will amend and extend, or, if need be, repeal the powers and provisions of the following Acts relating to the Company, namely: 51 Geo. 3, cap. 166; 53rd Geo. 3, cap. 87; 56 Geo. 3, cap. 11; 58 Geo. 3, cap. 68; 1 Geo. 4, cap. 49; 4 Geo. 4, cap. 116; 5 Geo. 4, cap. 155; and the 9 Geo. 4, cap. 111; and it will also extend for the purposes aforesaid the powers and provisions of "The Metropolis Local Management Acts, 1855 and 1862 (18 and 19 Vict., cap. 120, and 25 and 26 Vict., cap. 102).

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, 1864.

*Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*

In Parliament—Session 1865.

Wolverhampton and Walsall Railway.

(Incorporation of Company; Powers to Great Western Railway Company).

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain in the county of Stafford the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith; that is to say:—

A railway commencing by a junction with the Great Western Railway at a point 140 yards or thereabouts from the north-western end of the tunnel mouth abutting upon Messrs. Sparrows Iron Works, in the township and parish of Wolverhampton, passing thence through or into the following parishes and places, or some of them; that is to say:—Wolverhampton, Wednesfield, Wednesfield Heath, Willenhall, Little London, Bentley, Rushall, and terminating in the townships of the borough of Walsall, and of Walsall Foreign, or one of them, in the parish of Walsall, on the south side of Park-street and the Wolverhampton-road, at a point 60 yards or thereabouts, on the western side of the centre of the south parapet of the bridge, carrying Park-street over the South Staffordshire Railway.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works; to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railway and

works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To enable the Company, on the one hand, and the Great Western Railway Company, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1865;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Great Western Railway Company, namely, 5 and 6 Wm. 4, cap. 107; and 26 and 27 Vict., caps. 113 and 198.

Duplicate plans and sections describing the line, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 Stafford, at his office at Stafford; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken; and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster;*

*Corser and Fowler,*  
*H. and J. E. Underhill,* } *Wolverhampton;*  
*Solicitors for the Bill.*

In Parliament.—Session 1865.

Metropolitan District Railways Company.

(Additional Lands; Amendment of Act 1864; Junction with West London Extension Railway and Line to Hammersmith Road; Arrangement with Metropolitan Railway Company.)

**A**PPPLICATION is intended to be made to Parliament in the next Session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To amend and extend the powers and provisions of "The Metropolitan District Railways Act, 1864," 27 and 28 Victoria, cap. 322.)

To enable the Company incorporated by the said Act (who are hereinafter referred to as "the Company," ) to divert the Railway numbered eight in the said Act, and forming a junction between their main line and the West London Extension Railway, in the parishes of St. Mary Abbott, Kensington, and Fulham, in Middlesex, such diversion commencing at or near the commencement of the said railway numbered eight, as authorised by the said Act, passing under the West London Extension Railway, and terminating by a junction with the said Extension Railway, at or near the point where that railway joins the West London Railway, and on the western side of the said railways. All the works will be situate in the said two parishes.

To make and maintain a railway with all necessary works and conveniences connected therewith, to be situate wholly in the said parish of Fulham; to commence by a junction with the proposed diversion hereinbefore described, at or near where, according to the plans deposited at the office of the Clerk of the Peace for Middlesex, in the month of October last, in pursuance of the 15th section of the said Act, the said Railway No. 8 joins the West London Extension Railway, and to terminate at the Hammersmith-road, about 70 yards west of the bridge which carries the said road over the West London Railway.

And the Bill will authorize and require the Company to abandon the formation of the Junction Railway No. 8, so authorized, and to substitute for the same the new Junction Railway proposed by the Bill, and firstly hereinbefore described.

To enable the Company to take by compulsion for the purposes of their main line of railway, additional land in the parish of Saint Margaret, Westminster; such additional land being bounded on the north by an imaginary line commencing in Princes-street, Westminster, and terminating in Queen-street, Westminster, and being drawn northward of, and diagonally to, the northern limits of deviation shown on the said deposited plans, such diagonal line being at the eastern (or Princes-street) end, distant 22 yards from the said limits, and at the western end distant 49 yards from the said limits, and being bounded on the south by the northern side of the Westminster Palace Hotel, and by the northern boundary walls of the houses on the north side of Victoria-street, between the said Hotel and New Tothill-street, and thence by an imaginary line drawn westward 33 yards southward of, and parallel to, the centre of Tothill-street, and terminating in the Broadway.

And also to take by compulsion additional lands, houses, and property in the parish of St. Mary Abbott, Kensington, bounded on the north by Kensington-road, on the west by houses and property

numbered on the said deposited plans 127 and 119, in the same parish, and on the south by the northern wall of the playground of the Kensington Proprietary School, and on the east by an imaginary line drawn parallel to, and 50 yards distant from, the eastern limits of deviation shown on the said plans, commencing at the north-eastern corner of the said playground, and terminating in Kensington-road, at a point described on the said plans as "Termination of Line No. 6."

And also the lands, houses, and property in the same parish, bounded on the north by the properties numbered on the said deposited plans from 118 to 125, both inclusive, and 129, on the west by Pelham-place, on the south by Pelham-street, and on the east by the passage leading out of Pelham-street to Burlington and Onslow Cottages, the said passage being about 9 chains west of the point described on the said plans as "The Commencement of Line 32."

And it is also proposed by the said Bill, to apply for the following, or some of the following, among other powers:

To enable the Company to cross, divert, alter, or stop up, whether temporarily or permanently, the following streets and places in the parish of St. Margaret, Westminster, namely: Prince's-place, Swan-yard, New-court, Fleece-yard, Cock-yard, Dartmouth-street, Carteret-street, King's Head-court, New-yard, Devonshire-place, and New Tothill-street.

To enable the Company to purchase lands, houses, and other property compulsorily, for the purposes of the said intended works, and to levy tolls, rates, and charges in respect thereof, and to confer on the Company other rights and privileges.

To apply their existing funds and any monies which they have still power to raise to the purposes of the said Bill, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To enable the Company and the Metropolitan Railway Company to enter into agreements with respect to the working, use, management, and maintenance of their respective undertakings, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the same, the fixing and collection of tolls and other payments received or leviable by them respectively in respect of the use of the said undertakings, the payments to be made, and the conditions to be performed with respect to such working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the two Companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, previously to the passing of the Bill, may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Con-



consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the Acts 16 and 17 Vict., cap. 186; 17 and 18 Vict., cap. 221; 19 and 20 Vict., caps. 102 and 109; 20 and 21 Vict., cap. 125; 22 and 23 Vict., cap. 97; 23 Vict., cap. 58; 23 and 24 Vict., cap. 168; 24 and 25 Vict., caps. 133 and 233; 25 and 26 Vict., cap. 58; 26 and 27 Vict., cap. 165; and 27 and 28 Vict., caps. 260, 291, and 315, relating to the Metropolitan Railway Company; and also of the following and of any other Acts relating to the West London Extension Railway Company, namely, the 22 and 23 Vict., cap. 134; 24 and 25 Vict., cap. 234; and the 26 and 27 Vict., cap. 208.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property, in or through which they will be made, and a plan of the lands to be taken in the neighbourhood of Tothill-street, 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 lines of railway delineated thereon, so as to show their 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 Middlesex, at his office, at Clerkenwell; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited as follows; that is to say: in the case of Saint Mary Abbott, Kensington, with the Vestry Clerk of the said parish, at his office, at the Vestry-hall, Kensington; of Fulham, with the Clerk of the Fulham District Board of Works, at his office, at Broadway, Hammersmith; and of Saint Margaret's, Westminster, with the Clerk of the Westminster District Board of Works, at his office, in Smith-street, Westminster.

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, 1864.

<i>Baxter, Rose, Norton, and Co.,</i>	} Solicitors for the Bill.
6, Victoria-street, West-	
minster,	
<i>Burchells, Broad Sanctuary,</i>	
Westminster,	

In Parliament—Session 1865.

Heysham Railway and Pier.

(Incorporation of Company for Construction of Railway and Pier in Morecambe Bay; Powers to Midland Railway Company to Contribute.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for leave to introduce a Bill to incorporate a Company, hereinafter called "the Company," and to confer upon them the following, or some of the following, among other powers; that is to say:—

To make and maintain a pier and breakwater in Morecambe Bay, in the parish of Heysham, county of Lancaster, and on the foreshore thereof to com-

mence at or near Far Naze, and projecting from the said point about 850 yards into the sea in a westerly direction, together with all necessary embankments, approaches, landing places, wharves, warehouses, sheds, conveniences and works for the purposes of the said pier, and to exercise in and over so much of Morecambe Bay as shall be defined by the Bill, the necessary powers and jurisdictions for the protection of the said pier and for the convenient use thereof.

To make and maintain a railway, with all necessary works, stations, approaches, and conveniences, such railway to commence in the parish of Lancaster, and township of Poulton, by a junction with the Morecambe Branch of the Midland Railway, close to the North-Western Hotel at Morecambe, to pass thence through Lancaster, Heysham, Poulton, and Little Fylde, or some of them, and on the foreshore of Morecambe Bay, all in the county of Lancaster, and to terminate in the said parish of Heysham, at the commencement of the proposed pier hereinbefore described, at Far Naze.

To enable the Company to exercise the power of deviating to any extent within the limits of deviation to be shown on the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or in maintaining the said intended harbour, railway, and other works; to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railway and other works; and to levy tolls, rates, and charges in respect thereof; and to exercise other rights and privileges.

To authorize the Midland Railway Company to contribute towards the cost of constructing the intended works out of their corporate funds, and, if necessary, out of capital to be raised by them, under the powers of the Bill, by shares or stock and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorized capitals; and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, and to appoint Directors of the Company.

To enable the Company, on the one hand, and the said Midland Railway Company, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway, the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made or which, previously to the passing of the Bill, may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Con-

solidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act 1863;" and "The Harbours, Docks, and Piers Clauses Act, 1847;" and it will amend and enlarge the powers and provisions of the following and of any other acts relating to the Midland Railway Company, namely:— 7 and 8 Vic., cap. 18; 15 and 16 Vic., cap. 135; and the 20 and 21 Vic., cap. 134.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 Lancaster, at his office at Preston, 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Baxter, Rose, Norton, and Co.,*

6, Victoria-street, Westminster,

Solicitors for the Bill.

In Parliament—Session 1865.

South Metropolitan Gas Light and Coke Company.

(Purchase of additional Lands and of Christ Church District Church, at Camberwell; Erection of, or Contribution towards, New Church; Increase of Capital).

**N**OTICE is hereby given, that the South Metropolitan Gas Company intend to apply to Parliament next session for leave to bring in a Bill for the following among other purposes.

To enable them to purchase by agreement additional lands in the parish of St. Giles, Camberwell, for the purposes of their undertaking, and for the purpose also of providing a site for a new church.

To erect and maintain gas works with all needful appliances upon a piece of land in the said parish, bounded on the north by the Surrey Canal, on the east by the Chemical Works in the occupation of Richard Laming, on the south by an imaginary line parallel to and one hundred feet distant from the Surrey Canal, and on the west by a similar line three hundred feet from the said chemical works.

To enable the Company to purchase, and the patron, and incumbent, and other persons in whom the district church of Christ Church, Camberwell, is vested, to sell to the Company the said church, and the lands and buildings connected therewith,

and to enable the Company to provide a new site for a church, and to apply their existing funds or the capital to be raised under the powers of the Bill to the providing of such site and the erection of such new church.

To authorise the Company, for the purposes of their existing undertaking, and of the proposed Bill, to raise additional capital by shares, or by stock, and by borrowing.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Gas Works Clauses Act, 1847," and it will amend and enlarge the powers and provisions of the Act passed in the 5th and 6th years of the reign of Her Majesty, cap. 79, and also of any other Acts which may be necessary towards accomplishing 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 9th day of November, 1864.

*Baxter, Rose, Norton, and Co.,* 6, Victoria-street, Westminster, Solicitors for the Bill.

In Parliament—Session 1865.

Colne Valley and Halstead Railway Company.

(Running Powers over Parts of Great Eastern Railway, and Facilities by Great Eastern Railway Company; Working Arrangements with them and with Great Northern and London and North - Western Railway Companies; Increase of Capital; Amendment of Acts.)

**N**OTICE is hereby given, that "The Colne Valley and Halstead 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 for the following, or some of the following, among other purposes:

To enable the Company and all Companies and persons lawfully using the Railways of the Company, to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering places, booking offices, warehouses, landing places, sidings, works, and conveniences connected therewith respectively (that is to say):—

So much of the Clare and Shelford line of the Great Eastern Railway as lies between the junction of the Colne Valley Railway with that line near Haverhill, and the junction of the said Clare and Shelford line with the Cambridge line of the Great Eastern Railway at Shelford.

So much of the said Cambridge line as is situate between the said Shelford Junction and the station of the Great Eastern Railway Company at Cambridge, including the use of that station.

Also the undertakings of the said Great Eastern Railway Company between the junction of the Colne Valley Railway with the Great

Eastern Railway at Chapple, on the one hand, and the town of Harwich, on the other, including the use of the Harwich station.

To require the Great Eastern Railway Company to receive, book through, forward, accommodate, and deliver, on and from the Great Eastern Railway, and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon; or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and if need be, to alter the tolls and charges which the said Great Eastern Railway Company are authorized to receive and take upon their undertakings, and to confer exemptions from such tolls and charges.

To enable the Company, on the one hand, and the Great Eastern, Great Northern, and London and North-Western Railway Companies, or any or either of those Companies, on the other hand, from time to time, to enter into agreements with respect to the working, use, management, and maintenance of the undertakings of the Company, or of any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the Company; the payments to be made, and the conditions to be performed, with respect to such working, use, management, and maintenance; the interchange, accommodation, and conveyance of traffic, coming from or destined for the respective undertakings of the contracting Companies; and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company for the purposes of their authorized undertakings, to raise further capital by shares or stock and by borrowing, with power to attach to such shares or stock or preference or priority of dividend, and such other advantages over the existing and authorized capital of the Company as the Bill will define.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Company, namely, 19 and 20 Vict., c. 61; 22 and 23 Vict., c. 122; 24 and 25 Vict., c. 237; and the 26 and 27 Vict., c. 186; also of the following, and of any other Acts relating to the Great Eastern Railway Company, namely, "The Great Eastern Railway Act, 1862," "The Great Eastern Railway (Additional Powers) Act, 1863," "The Great Eastern Railway (Steamboats) Act, 1863," and "The Great Eastern Railway Junctions Act, 1864;" also of the 9 and 10 Vict., c. 71, and of the several other Acts relating to the Great Northern Railway Company; and also of the 9 and 10 Vict., c. 204, and of the several other Acts relating to the "London and North-Western Railway Company."

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, 1864.

*Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*

In Parliament.—Session 1865.

#### Winchester Water and Gas.

(Incorporation of Company; Vesting or Amalgamation of Undertakings, Lands, and Works of Winchester Waterworks Company (Limited), and Winchester Gas Light and Coke Company; Cancellation of Deeds of Settlement; Additional Lands and Capital; Lease of Undertakings).

**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 the following purposes, or some of them; that is to say:—

To amalgamate the Winchester Waterworks Company (Limited) and the Winchester Gas Light and Coke Company into one Company, and to incorporate the amalgamated Company by such name as shall be defined in the Bill.

To vest in or transfer to the Company to be incorporated by the Bill the undertaking, lands, mains, pipes, waterworks, and property of the Winchester Waterworks Company (Limited), and the undertaking, lands, gas works, mains, pipes, and property, of the Winchester Gas Light and Coke Company, and to transfer to or vest in the Company to be incorporated the benefit of and liabilities attaching to all contracts, conveyances, bonds, mortgages, or engagements of the existing Companies, or either of them, and all rates, rents, or sums of money due or payable to the existing Companies respectively.

To cancel the deeds of settlement or articles of association under which the existing Companies, or either of them, are acting, and to dissolve the said Companies, or either of them.

To define, alter, consolidate, or regulate the existing capitals of the Companies and the rights of the shareholders, and the apportionment or distribution of the substituted or new capital amongst such shareholders, and the conversion into capital of money expended out of undivided profits or otherwise, and to authorize the raising of other or additional capital by shares or stock, with or without a preference or priority, or special privileges or advantages, over the existing capitals, and the borrowing of money on mortgage, bond, or debenture stock, and to make further and other provisions with reference to the consolidation, amalgamation, or merging of the existing capitals of the Companies, or either of them, and the raising of further capital by share, stock, or borrowing.

The Bill will confer upon the Company to be incorporated (in this Notice referred to as the Company) all or any of the following powers; that is to say:—

To maintain the existing waterworks of the Winchester Waterworks Company, situate at Westhill, in the city and borough of Winchester, and to continue to provide and to obtain a supply of water by means of wells and shafts, or by boring, and to alter, improve, and enlarge such waterworks, and to erect or provide additional works on the lands belonging to or held in trust for the Waterworks Company at West Hill aforesaid, and upon any other lands which may belong to or be acquired by the Water Company, or authorized to be purchased by the Bill, and to supply water for domestic, sanitary, public, and other purposes, within the limits hereinafter described.

To maintain the existing Gas Works of the Winchester Gas Light and Coke Company, situate at Staple Gardens, in the parish of St. Thomas,

in the city and borough of Winchester, and upon the lands there belonging to that Company, or held in trust for them, to continue the manufacture of gas, and to alter, improve, and enlarge the gas works, and erect additional gas works upon the same lands, and upon other lands now belonging to the Gas Company, or which may be authorised to be purchased by the Bill, and to maintain and erect retorts, gasometers, apparatus, buildings, roads, approaches, and works.

To authorise the Company to maintain, alter, and extend the water pipes and gas pipes already laid down by the existing Water Company and Gas Company, or either of them, and to lay down other mains and pipes for the supply of water and gas, or either of them, within the limits hereinafter described, and to break up and interfere with streets, roads, bridges, passages, and places within those limits or any part thereof, and any sewers, drains, or pipes under the same.

To authorise the Company to levy and collect water rates and rents for the supply of water for domestic, sanitary, and other purposes, and gas rates or rents for the supply of gas for public lighting and to private consumers, and to vary or extinguish exemptions from payment of rates, and confer other exemptions, and to authorize or confirm contracts or agreements for public lighting or the supply of water for sanitary or public purposes or otherwise.

To authorise the Company to manufacture gas and the several matters and things producible from the residual products arising or resulting from the manufacture of gas, and to manufacture, purchase, or hire gas meters, fittings, and other gas apparatus, and to sell or let the same, and to convert, sell, and dispose of gas coke, coal tar, and residual or manufactured products, and to take and hold patents, rights, or licences for using patents, and generally to carry on the business of a gas company, or which is or may become incident thereto.

To authorize the Company to lease the gas works and the waterworks, or either of them, or any part or parts thereof, or any share or interest therein to any person or persons, and to continue or confirm any existing lease or leases of the existing gas works and existing waterworks, or either of them, and to enable the lessee or lessees to exercise all or any of the rights or powers of the Company.

To authorise the Company to purchase, acquire, and hold lands for all or any of the purposes of the Company, in addition to the lands of the existing Companies.

The limits within which the Company will be authorised to supply water and also to supply gas, and to exercise the powers of the Bill, are the following; that is to say:—The city and borough of Winchester, and also the several parishes of St. Bartholomew, Hyde, St. John, St. Peter, Cheese-hill, Saint Faith, Chilcomb, Week, and Wimsall, and the ville of Milland, in the county of Southampton, or any of such places respectively, or any part thereof.

The Bill will incorporate with itself all or some of the provisions of "The Waterworks Clauses Act, 1847," "The Waterworks Clauses Act, 1863," "The Gas Works Clauses Act, 1847," "The Companies Clauses Act Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and any other Consolidation Act; and will amend, so far as is needful, the Acts 11 George 3, cap. 9, and 48 George 3, cap. 2, and any other Act relating to the limits before

mentioned; and will confer on the Company all other rights and privileges necessary for carrying into effect the objects of the Bill, and will vary or extinguish all such existing rights and privileges as will interfere with any of those objects.

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 9th day of November, 1864.

*R. W. Simonds, Winchester;*

*Baxter, Rose, Norton, and Co., Westminster;*

Solicitors for the Bill.

#### Metropolis Sewage and Essex Reclamation.

Incorporation of Company; Power to Construct Conduits from the Northern Outfall Sewer of the Metropolitan Main Drainage to Coast of Essex, at the Ray Sands and Foulness Sands, and to Embank and Reclaim Lands; Arrangements with Metropolitan Board of Works; Agreements between Promoters and South-Essex Estuary and Reclamation Company; Amendment or Repeal of Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act for all or any of the following purposes (that is to say):—

To incorporate a Company (hereinafter referred to as the Company), and to enable the Company to make and maintain the following works in the counties of Essex and Kent (that is to say):—

A conduit (herein called the Main Conduit), with all necessary works and conveniences connected therewith, commencing out of the Northern Outfall Sewers of the Metropolitan Main Drainage at the point in the parish of West Ham, in the county of Essex, where the said sewers cross Marsh Lane, at or near the North Woolwich Railway, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Stratford or Stratford Langthorne, West Ham, Plaistow, East Ham, Little Ilford, Great Ilford, Barking, Dagenham, the Liberty of Havering-atte-Bower or Haveringham-atte-Bower, Hornelurch, Rainham, Upminster, Cranham, Great Warley, Little Warley, Childerditch, North Ockendon, Bulphan, South Ockendon, Orsett, West Hornndon, Horndon-on-the-Hill, Dunton, Langdon Hills or Laindon Hills, Laindon or Langdon Clay, Coringham, Stanford-le-Hope, Fobbing, Vange, Pitsea, Bowers Gifford, North Benfleet, Wickford, and Rawreth, all in the county of Essex, and terminating in a certain field in the same parish of Rawreth, which abuts upon the River Crouch, and is in the occupation of Robert Brown, at a point in such field 36 chains, or thereabouts, from a bridge over the said river, known as Battle Bridge, measured in a south-westerly direction.

A conduit commencing by a junction with the main conduit at its termination as hereinbefore described, passing thence from, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Rawreth, Wickford, Rettenden, Battle Bridge, River Crouch, Runwell, Woodham Ferris, Stow Maries, or Stow St. Mary's, Cold Norton, North Fambridge, Purleigh, Latchingdon, or Latchingdon-cum-Lawling, Althorn or Althorne, Cricksea or Crixeth, Burnham, Southminster, Asheldham, Dengie or Dengy, Mayland, Tillingham, Eastwood, and Bradwell, all in the county of Essex, and terminating at a point in the parish of Dengie or Dengy, and county of Essex, upon or

near to the sea wall 400 yards or thereabouts to the South of the Tillingham Coastguard Station and Signal Staff.

A conduit commencing by a junction with the main conduit at its termination thereof as hereinbefore described, passing thence from, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—Rawreth, Hockley, Rayleigh, Ashington, South Farnbridge, Canewdon, Paglesham, Little Wakering, Eastwood, Great Stambridge, Wallasey Island, East Wick, the River Roach, and Foulness, all in the county of Essex, and terminating at or near a certain spot or place called East Wick Head, in the sea wall of the Foulness Sands, in the parish of Foulness.

A conduit commencing in the parish of Woolwich, and county of Kent, at the eastern reservoir of the Metropolis Main Drainage, constructed by the Metropolitan Board of Works, near to Barking Creek, passing thence from, through, or into the parishes, townships, and extra-parochial or other places following, or some of them (that is to say): Woolwich, in the county of Kent, and Barking and Dagenham, in the county of Essex; and terminating by a junction with the first or main conduit, hereinbefore described, at a point in the said parish of Dagenham, and county of Essex, on the public road leading from Hainault Forest, by Whalebone House, to Dagenham aforesaid, which point is situate 250 yards or thereabouts from a house or place known as Five Elms, measured in a southerly direction.

A sea wall or embankment commencing at Shelford Head, on the north side of the Shelford Creek, in the Foulness Sands, in the parish of Foulness, thence proceeding in a seaward direction, skirting low water mark, round to and terminating at Foulness Point, in the same parish, and including within the area thereof the tract or district known as Foulness Sands, such area or some part thereof abutting upon or being situate within the parish, township, or place of Foulness.

A sea wall or embankment commencing in the parish of Burnham, at Holywell Point, north of the mouth of the River Crouch, on the Ray Sands, thence proceeding in a seaward direction, skirting low water mark, round to and terminating at a point in the parish of Bradwell-next-the-Sea, or Bradwell-juxta-Mare, midway or thereabouts between St. Peter's-on-the-Wall and Sales Point, at the mouth of the Blackwater River, and including within the area thereof the tract or district known as the Dengie Flats, St. Peter's Sands, and the Ray Sands; such area, or some part thereof, abutting upon or being situate within the parishes, townships, and places following, or some of them (that is to say): Burnham, Southminster, Asheldham, Dengie or Dengey, Tillingham, and Bradwell-next-the-Sea or Bradwell-juxta-Mare.

To enable the Company to enclose, reclaim, warp, improve, drain, and convert to agricultural and other purposes, by sewage, irrigation, and otherwise, the lands, mudbanks, or sandbanks which will be enclosed by the said sea-walls or embankments, and to acquire and hold in fee simple, or on lease or otherwise, and to sell, let, mortgage, or otherwise dispose of the lands so to be enclosed, reclaimed, improved, drained, and converted; and to provide that the same shall form part of the county of Essex, and for the constitution and division thereof into parishes, when so enclosed and reclaimed; and to authorise the Company to contract and agree with Companies, landowners, and others, for the irrigation of other lands, and the distribution of sewage thereon.

To authorise and enable the Company and the  
No. 22915. S

Metropolitan Board of Works to enter into and carry into effect agreements for the interception and utilising, by the application thereof to the objects and purposes of the intended Act, the sewage of the districts under the control of that Board on the northern side of the River Thames; and to sanction and confirm any agreements which have been or may be entered into in relation thereto.

To make and maintain all necessary and convenient pumping stations, roads, bridges, embankments, quays, banks, walls, locks, wharves, sewers, culverts, drains, arches, cuts, canals, sluices, lock-gates, and other works and conveniences, with reference to all or any of the said works; and also to alter, divert, stop up, and widen all such turn-pike and other roads, drains, watercourses, streams, rivulets, cuts, creeks, navigations, and canals, as may be necessary for the execution of the said works and for the purposes aforesaid.

To purchase by compulsion lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also within the respective areas to be embanked and reclaimed under the powers of the intended Act as aforesaid; and to purchase or take and hold on lease or otherwise lands and buildings by agreement; and to vary, repeal, or extinguish, all existing rights or privileges in any manner connected with the lands and buildings, mudbanks or sandbanks, so proposed to be purchased, taken or used, or which would in any manner impede or interfere with the construction, maintenance, or use of the intended works, or any of them, or the carrying into full and complete effect the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorise and empower the Company, and the South-Essex Estuary and Reclamation Company, to enter into agreements between the said two Companies in relation to the undertaking of the South-Essex Estuary and Reclamation Company; and to confirm all or any such agreements as may have been entered into prior to the passing of the intended Act; and to enact all such provisions as may be necessary, proper, or convenient for giving full effect thereto; and to repeal, alter, or amend the South-Essex Estuary and Reclamation Act, 1852.

And notice is hereby given, that a plan and section of the intended works, and of the lands to be reclaimed and appropriated, or which may be taken compulsorily under the powers of the intended Act, and a book of reference to such plan, will be deposited for public inspection with the clerk of the peace for the County of Essex, at his office in Chelmsford; and with the clerk of the peace for the County of Kent, at his office in Maidstone; and that a copy of so much of the said plan as relates to any parish or extra-parochial place will be deposited in the case of a parish with the parish clerk of such parish at his place of abode, and in the case of an extra-parochial place with the parish clerk of a parish immediately adjacent thereto at his place of abode; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice; and that 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 before the 24th day of December next.

Dated the 12th day of November, 1864.

*Baxter, Rose, and Norton, and Co.,*  
6, Victoria-street, Westminster.

*West and King, 3, Charlotte Row, Man-*  
*sion House, Solicitors for the Bill.*

## In Parliament—Session 1865.

## Althorpe on Trent and Lincoln Railway.

(Construction of Railway by West Riding and Grimsby Railway Company, or an Independent Company; Powers to South Yorkshire and Manchester, Sheffield, and Lincolnshire Railway Companies; and Running Powers over South Yorkshire Railway).

**N**OTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill to make and maintain the railways hereinafter mentioned, or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively; that is to say:

Railway No. 1, commencing by a junction with the South Yorkshire Railway at or near the east side of the bridge, carrying the said railway over the River Trent at Keadby, and passing through the following parishes, townships, and places, or some of them; that is to say: Althorpe, Keadby, Derrythorpe, West Halton, Gunhouse, Flixborough, Crosby, Frodingham, Brumby, otherwise Bromby, Scunthorpe, Bottesford, Burringham, East Butterwick, Ashby, Yaddethorpe, Holme, Messingham, Manton, Twigmore, Cleatham, Scotter, Scotterthorpe, Scotton, Northorpe, Kirton-in-Lindsey, Grayingham, Blyborough, Willoughton, Hemswell, Harpswell, Glentworth, Springthorpe, Heapham, Upton, Fillingham, Wellingham, Ingham, Coates, Cammeringham, Brattleby, Thorpe-in-the-Fallows, Aisthorpe, Scampton, Broxholme, North Carlton, South Carlton, Burton, otherwise Burton-by-Lincoln, Newport, Lincoln Castle Prison, all in the Lindsey Division of Lincolnshire, and Lincoln, St. Nicholas, St. Peter in the Eastgate, St. Peter at Gowts, St. Peter at Arches, St. Margaret, otherwise St. Margaret-in-the-Close, St. Swithen, St. Mary-le-Wigford, St. Benedict, St. Botolph, St. Paul, St. Michael, otherwise St. Michael-on-the-Mount, St. John, otherwise St. John-in-Newport, St. Martin, St. Mary Magdalen, otherwise St. Mary Magdalen-in-the-Bail, St. Ann, St. Mark, Castle Dykings, County Lunatic Asylum, Lincoln Castle Prison, Canwick Common, South Common, Monks Lees, Monks Liberty, Monks Abbey, West Common, Holmes Common, Bishop's Palace, Cold Bath House, all in the county of the city of Lincoln, Skellingthorpe and Boultham in the parts of Kesteven, in the county of Lincoln, and terminating by a junction with the Great Northern Railway Loop Line, nearly opposite to the Grand Stand on the Lincoln Race Course, in the parish of Skellingthorpe or Boultham, or one of them; in the parts of Kesteven, in the county of Lincoln.

Railway No. 2, commencing by a junction with the Railway No. 1 at or near a point 500 yards, or thereabouts, south of the public highway leading from Burton to Saxilby, and about 770 yards south-west of Burton Hall, in the parish of Burton, otherwise Burton-by-Lincoln, in the parts of Lindsey, in the county of Lincoln, passing through the several parishes, townships, and places following, or some of them; that is to say:—Burton, otherwise Burton-by-Lincoln, in the parts of Lindsey, in the county of Lincoln, Lincoln, St. Nicholas, St. Peter in Eastgate, St. Peter at Gowts, St. Peter at Arches, St. Margaret, otherwise St. Margaret in the

Close, St. Swithin, St. Mary-le-Wigford, St. Benedict, St. Botolph, St. Paul, St. Michael, otherwise St. Michael-on-the-Mount, St. John, otherwise St. John-in-Newport, St. Martin, St. Mary Magdalen, otherwise St. Mary Magdalen-in-the-Bail, St. Ann, St. Mark, Castle Dykings, County Lunatic Asylum, Lincoln Castle Prison, Canwick Common, South Common, Monks Lees, Monks Liberty, Monks Abbey, West Common, Holmes Common, Bishop's Palace, Cold Bath House, in the county of the city of Lincoln, and terminating at or near a foot-path leading from Lindum-terrace to Monk's-lane, 100 yards, or thereabouts, south of Lindum-terrace, and near to the Sheep-market, in the parish of St. Peter's in Eastgate, or St. Swithin, or one of them, in the county of the city of Lincoln.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

Either to incorporate a Company for the making of the said intended railways, or to authorise the West Riding and Grimsby Railway Company to make them, to authorise junctions and communications where necessary with the rails of the South Yorkshire and Great Northern Railways, and otherwise to interfere with those railways, and the lands and works thereof, and to regulate such junctions, and the use thereof, to deviate from the lines of railway to any extent within the limits of deviation shewn upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works, to purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof; and to exercise other rights and privileges.

To enable the West Riding and Grimsby Railway Company to apply their existing funds, and any monies which they have still power to raise, to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To authorise the Company so to be incorporated, or the West Riding and Grimsby Railway Company to use and run over the South Yorkshire Railway from the junction therewith of the West Riding and Grimsby Railway, near Barnby Dun, to the said proposed junction therewith of the proposed railway, near the Trent Bridge, and to use the stations thereon.

To authorise the South Yorkshire Railway and River Dun Company, and the Manchester, Sheffield, and Lincolnshire Railway Company, or either of those Companies, to contribute towards the costs of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill, by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof.

To enable the Company to be incorporated, or



the West Riding and Grimsby Railway Company, as the case may be, on the one hand, and the said South Yorkshire Railway and River Dun Company and the Manchester, Sheffield, and Lincolnshire Railway Company, or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of Joint Committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its object, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of "The West Riding and Grimsby Railway Act, 1862," relating to the West Riding and Grimsby Railway Company, the 10 and 11 Vict., c. 291; 11 and 12 Vict., c. 65; 13 and 14 Vict., caps. 35 and 37; 15 and 16 Vict., c. 153; 22 and 23 Vict., c. 101; 24 and 25 Vict., c. 169; 25 and 26 Vict., c. 141; 26 and 27 Vict., caps. 146 and 238; the 27 and 28 Vict., caps. 19 and 77; and the several other Acts relating to the South Yorkshire Railway and River Dun Company; and also of the following and of the several other Acts relating to the Manchester, Sheffield, and Lincolnshire Railway Company, namely, 12 and 13 Vict., c. 81; 13 and 14 Vict., c. 94; 15 and 16 Vict., caps. 83 and 114; 16 and 17 Vict., caps. 52 and 145; 18 and 19 Vict., caps. 91 and 129; 21 and 22 Vict., caps. 75 and 113; 22 and 23 Vict., c. 5; 24 and 25 Vict., caps. 35, 66, and 86; 25 and 26 Vict., caps. 91 and 112; and 27 and 28 Vict., c. 77.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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 lines of railway delineated thereon, so as to shew their 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 said Lindsey Division of Lincolnshire, at his office at Spilsby, with the Clerk of the Peace for the county of the city of Lincoln, at his office at Lincoln, and with the Clerk of the Peace for the Kesteven Division of the county of Lincoln, at his office at Sleaford; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster;*

*Barr, Nelson, and Barr, Leeds;*  
Solicitors for the Bill.

In Parliament—Session, 1865.

Wycombe Railway.

(Extensions to Uxbridge and Great Marlow by Wycombe Railway Company or an Independent Company—Powers to Great Western Railway Company.)

NOTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following among other purposes:—

To authorize the construction of the railways hereinafter mentioned, or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:

A railway commencing by a junction with the Wycombe Railway in the parish of Wooburn, in the county of Bucks, at or near a point about ten chains east of the Loudwater Station on the said Wycombe Railway, passing thence through or into the following parishes and places or some of them (that is to say), Wooburn, Loudwater, High Wycombe otherwise Chipping Wycombe, Penn, Beaconsfield, Farnham Royal, Seer Green, Hedgerley Dean, Hedgerley, Chalfont St. Peter, Fulmer, Gerard's Cross, Iver, and Denham, in the county of Bucks, and Hillingdon, Cowley, and Uxbridge, in the county of Middlesex, and terminating at Uxbridge, in the said parish of Hillingdon, by a junction with the Uxbridge Branch of the Great Western Railway, at or near a point 30 chains south of the terminus of the said branch.

A railway commencing by a double junction with the Wycombe Railway, in the parish of Wooburn, in the county of Bucks, one of such junctions to be at the Marlow-road Station of the Wycombe Railway, and the other of such junctions to be at a point about 12 chains south-west of the said station, passing thence through or into the following parishes and places, or some of them (that is to say), Wooburn, Little Marlow, and Great Marlow, all in the said county of Bucks, and terminating in the said parish of Great Marlow at or near the north-west corner of a field, about one chain eastward of the entrance gate to Suffolk Lodge.

And it is proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To authorize deviations from the lines of railway to any extent within the limits of deviation shown upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses,

so far as may be necessary, in constructing or maintaining the said intended railways and works. To purchase lands, houses, and other property, compulsorily, for the purposes of the said intended railways and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To either authorize the Wycombe Railway Company to construct the said railways or to incorporate an independent Company, and to confer the necessary powers upon them.

To enable the Wycombe Railway Company, if they undertake the lines, to apply their existing funds and any monies which they have still power to raise to the purposes of the said railways and works, and for the same purposes to raise additional capital by shares or by stock, and by borrowing, and to attach to such shares or stock any preference or priority of dividend, and any other advantage which the Bill may define.

To authorize the Great Western Railway Company to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and if necessary out of capital to be raised by them under the powers of the Bill by shares or stock, and by loan, and with or without any priority of dividend or interest and other advantage over their existing and authorized capitals, and to enable the said Company to hold shares in the capital to be raised under the powers of the said Bill, and to guarantee the payment of interest or dividend upon the said capital or any part thereof.

To enable the Company to be incorporated by the Bill, or the Wycombe Railway Company, as the case may be, on the one hand, and the said Great Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively; the supply of rolling stock or machinery and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, management, construction and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clause Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railway Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Wycombe Railway Company—namely, 9 and 10 Vic., cap. 236; 15 and 16 Vic., cap. 147; 20 and 21 Vic., cap. 158; 24 and 25 Vic., cap. 87; and 25 and 26 Vic., cap. 5; and also of the following and of any other Acts relating to the Great Western Railway Company—namely, 5 and 6 William 4, cap. 107; 26 and 27 Vic., caps. 113 and 198; and 27 and 28 Vic., cap. 306; also

of the several Acts relating to the Uxbridge and Rickmansworth Railway.

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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 lines of railway delineated thereon so as to show their 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 Bucks, at his office at Aylesbury, and with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this notice, will be deposited with the parish clerk of each such parish at his residence; and in the case of any extraparochial place, with the clerk of some parish immediately adjoining such extraparochial place, at his place of abode.

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, 1864.

*Baxter, Ross, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*

In Parliament—Session 1865.

East Somerset Extension Railways.

(Incorporation of Company for Making Railways from East Somerset Railway to Radstock Branch of Great Western Railway—With branch to Nettlebridge—Powers to Great Western Railway Company.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain in the county of Somerset the railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A Railway, No. 1, commencing by a junction with the East Somerset Railway at or near a point about 11 chains west of the mile-post indicating 127 miles from London, in the parish of Doulting, passing thence through or into the following parishes and places, or some of them, that is to say—Doulting, West Cranmore, Stoke-lane, Leigh-upon-Mendip, Mells, and terminating in a field, No. 57 in the tithe commutation map of the said parish of Leigh-upon-Mendip.

A Railway, No. 2, commencing by a junction with the last-mentioned railway at the termination thereof, in the said parish of Leigh-upon-Mendip, passing thence through or into the following parishes and places, or some of them, that is to say:—Leigh-upon-Mendip, Mells, Vobster, Babington, and Kilmersdon, and terminating by a double junction with the Radstock branch of the Great Western Railway, one of such junctions to be in the said parish of Kil-

mersdon, at or near a point four chains westward of the post indicating 120½ miles from London, and the other of such junctions to be in the said parish of Mells, at or near a point six chains eastward of the post indicating 120½ miles from London.

A Railway, No. 3, diverging from and out of the said intended Railway No. 1 in the said parish of Leigh-upon-Mendip, in a field numbered 57 on the tithe commutation map for the said parish, passing thence through or into the following parishes and places, or some of them, that is to say:—Leigh-upon-Mendip, Babington, Kilmersdon, Coleford, Edford, Nettlebridge, Holcombe, Stoke-laune, Stratton-on-the-Fosse, Mid-somer Norton, Ashwick, Chilcompton, and Binegar, and terminating in the said parish of Binegar, at or near the turnpike road leading from Shepton Mallet to Old Down Inn, at about 24 chains south of that inn.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To enable the Company to deviate from the lines of railway to any extent within the limits of deviation shown upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Great Western Railway Company to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their existing and authorized capitals, and to enable the said Company to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said Great Western Railway Company on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance: the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Con-

solidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following, and of any other Acts relating to the Great Western Railway Company; namely, 5 and 6 Willm. 4, c. 107: 26 and 27 Vic., caps. 113 and 198; and 27 and 28 Vic., cap. 306.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners and lessces, or reputed owners and lessees, and of the occupiers of such lands, houses, and other property, also a published map with the lines of railway delineated thereon, so as to show their 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 Somerset, at his office at Wells; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*

In Parliament.—Session, 1865.

Bridport, Lyme Regis, and Axminster Railway.  
(Incorporation of Company for making a Railway between Bridport, Charmouth, Lyme Regis, and Axminster—Powers to Great Western, Bridport, and London and South Western Companies.)

**N**OTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

Railway No. 1.—Commencing by a junction with the Bridport Railway, in the parish of Bradpole, and county of Dorset, on the north-east side of the Bridport station, at or near a point distant about 12 chains from the north-east end of the passenger shed of the said station, passing thence through or into the following parishes and places, or some of them, that is to say.—Bradpole, Wal-ditch, Bridport, Bothenhampton, Symondsburry, Allington, Whitechurch, Canonicorum, Wootton Fitzpayne, Marshwood, Catherston Leweston, and Charmouth, and terminating in a field called "The First Charmouth Mead," belonging to Henry Coombe Compton, and in his own occupation, in the said parish of Charmouth, all in the county of Dorset.

Railway No. 2.—Commencing by a junction with the aforesaid Railway No. 1 at its termination, in the said parish of Charmouth, passing

thence through or into the following parishes and places, or some of them, that is to say:—Charmouth, Gatherston Leweston, Wootton, Fitzpayne, and Whitechurch Canonorum, and terminating at a point on the east side of and immediately adjoining the public road known as Dunning's-lane, distant one chain or thereabouts southward of the bridge carrying such road over the brook, and known as Dunning's-bridge, in the said parish of Whitechurch, Canonorum, all in the county of Dorset.

Railway No. 3.—Commencing by a double junction with the intended railway secondly hereinbefore described,—one of such junctions to be made at the termination of that railway in the said parish of Whitechurch Canonorum, and the other by a junction with that railway at or near a point in a field called Mount Radford Cowleas, belonging to Lord Bridport, and in the occupation of Thomas Bridal, in the said parish of Whitechurch Canonorum, at the south-east corner of the said field, passing through or into the following parishes and places, or some of them, that is to say:—Whitechurch Canonorum, Penn, and Lyme Regis, in the county of Dorset, and Uplyme, in the county of Devon, and terminating in the parish of Lyme Regis, in the county of Dorset, in a field called "Higher Early Mead," belonging to Henry Cornish Henley, and in the occupation of Richard Dixon, and which field is in the rear of the premises used as an ironfoundry, belonging to Edward Brown, and in the occupation of Charles and Thomas Brown.

Railway No. 4.—Commencing by a junction with the intended railway secondly hereinbefore described, at its termination in the said parish of Whitechurch Canonorum, passing thence through or into the following parishes and places, or some of them, that is to say:—Whitechurch Canonorum, Monkton and Hawkechurch, in the county of Dorset, and the Grange of Beaver and Furzleigh, Millbrook, and Axminster, in the county of Devon, and terminating by a junction with the Yeovil to Exeter line of the London and South Western Railway, at or near a point distant about 32 chains from and to the north-eastward of the public road bridge, over the said Yeovil and Exeter line immediately adjoining, and on the north-east side of the Axminster station upon such railway.

And it is also proposed by the said Bill to apply for the following or some of the following, among other powers:—

To enable the Company to form junctions and communications, where necessary with the rails of the Bridport and London and South Western Railways, and otherwise to interfere with those railways, and the lands and works thereof, and to regulate such junctions and the use thereof; to deviate from the lines of railway to any extent within the limits of deviation shown upon the deposited plans; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, and to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorize the Great Western Railway Company and the London and South Western Railway Company, or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares or stock, and by loan, and with or with-

out any priority of dividend or interest, and other advantage over their respective existing and authorized capitals, and to enable the said companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company, on the one hand, and the Great Western, Bridport, and London and South Western Railway Companies, or any or either of those Companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways; the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from, or destined for, the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorize the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863;" and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Great Western Railway Company, namely, 5 and 6 William IV., cap. 107; and 26 and 27 Vict., caps. 113 and 198; and the 27 and 28 Vict., cap. 306. Also of the following and of any other Acts relating to the London and South Western Railway Company, namely, 5 and 6 William IV., cap. 88; 9 and 10 Vict., cap. 131; 11 and 12 Vict., cap. 85 and cap. 87; 17 and 18 Vict., cap. 295; 18 and 19 Vict., cap. 62; 20 and 21 Vict., cap. 121; and 21 and 22 Vict., cap. 67; and also of the following and of any other acts relating to the Bridport Railway Company, namely, 18 and 19 Vict., cap. 11; and the 22 and 23 Vict., cap. 120.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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 lines of railway delineated thereon, so as to show their 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 Dorset, at his office at Sherborne; and with the Clerk of the Peace for the county of Devon, at his office at Exeter; 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 parish in or through which the intended work will be made, or in which any lands, houses, or other property, are intended to be taken, and a copy of this 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 clerk of some parish

immediately adjoining such extra-parochial place at his place of abode.

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, 1864.

*Baxter, Rose, Norton, and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*

In Parliament—Session 1865.

Crystal Palace District Gas Company.

(Increase of Capital—Amendment of Act.)

**N**OTICE is hereby given, that the Crystal Palace District Gas Company intend to apply to Parliament, in the next session thereof, for leave to bring in a Bill to enable them to raise additional capital by shares, or stock, and by borrowing, with power to issue such new shares or stock, with a preference or priority of dividend, and upon such terms and conditions as may be prescribed by the Bill. The Bill will vary and extinguish all existing rights and privileges which would interfere with any of the objects of the Bill; and it will amend and extend some of the powers and provisions of "The Crystal Palace District Gas Company's Act, 1858;" and the Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and of "The Companies Clauses Act, 1863."

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 next.

Dated this 9th day of November, 1864.

*Baxter, Rose, Norton and Co., 6, Victoria-street, Westminster, Solicitors for the Bill.*

Huddersfield and Halifax Railway.

(Construction of Railway from Huddersfield to Halifax, with Branches therefrom, with Powers of Construction, &c., to Company to be incorporated by Act, London and North-Western and Midland Railway Companies, some or one of them—Working Arrangements with London and North-Western and Midland Railway Companies, and Powers to those Companies to subscribe—Running powers over London and North-Western Railway, and over the joint Railway of the London and North-Western Railway Company and Lancashire and Yorkshire Railway Company into Huddersfield, and over Lancashire and Yorkshire Railway at Halifax—Use of Joint Stations at Huddersfield and Halifax—Additional Lands at Huddersfield—Additional Capital—Amendment of Acts.)

**N**OTICE 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 or one of them, that is to say:—

The making and maintaining of the railways following, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

1. A railway (herein referred to as Railway No. 1) to commence in the township and parish of Huddersfield, in the West Riding of the county of York, by a junction with the London and North-Western Railway at a point 1070 yards or thereabouts northward from the northerly end of the London and North-Western portion of the joint station building at Huddersfield, and to terminate in the township and parish of Halifax, in the said West Riding, at a point 100 yards or thereabouts

northward of Hope Hall, on the east side of Clare Hall Road, in the borough of Halifax.

2. A railway (herein referred to as Railway No. 2) to commence in the township of Elland, otherwise Elland cum Greetland, in the said parish of Halifax, by a junction with Railway No. 1 at a point about 150 yards in the north-westwardly direction from Bethesda Chapel there, and to terminate in the township of Stainland, otherwise Stainland cum Old Lindley, in the same parish, at or near to Brookroyd Mills there, belonging to Messrs. James Shaw, Samuel Shaw, and Thomas Shaw.

3. A railway (herein referred to as Railway No. 3) to commence in the township of Southowram, in the said parish of Halifax, by a junction with Railway No. 1 in or near to a certain field, part of the Stony Royd estate, belonging to the mayor, aldermen, and burgesses of the borough of Halifax, at a point 780 yards or thereabouts measured in a direct line southward of the southern end of the Halifax passenger station on the Lancashire and Yorkshire Railway, and to terminate in the borough of Halifax, by a junction with the Lancashire and Yorkshire Railway about 220 yards measured along that railway from the southern end of the same passenger station.

Which said intended railways will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following or some of them (that is to say), Huddersfield, Fartown Hillhouse, Birkby, Fixby, Rastrick, Lindley, Lindley cum Quarmby, Quarmby, Birchen Cliff, Ainley, Elland, Elland cum Greetland, Exley, Southowram, Siddall, Skircoat, Stainland, Stainland cum Old Lindley, Greetland and Halifax, all in the West Riding of the county of York.

To take powers to purchase by compulsion lands and buildings in the several parishes, townships, and places aforesaid for the purposes of the intended railways and works, and also lands and buildings by agreement, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and buildings, or which would in any manner impede or interfere with the construction, maintenance, or use of the said proposed railways and works, or any or either of them, and to confer other rights and privileges.

To acquire, by compulsion or agreement, for the purposes of the intended act, the lands, houses, and property hereinafter described or referred to (that is to say):—Certain lands and buildings within the township and parish of Huddersfield aforesaid, situate on the south or south-eastern side of the London and North-Western Railway bounded on the west or north-west by Bradford-road, on the north or north-east by Hillhouse-lane, and being about 100 yards in width from the said London and North-Western Railway.

To take powers to cross, stop up, alter or divert, either temporarily or permanently, all turnpike and other roads, streets, highways, bridges, footpaths, ways, and rights of ways, railways, tramways, canals, aqueducts, rivers, navigations, streams, pipes, sewers, drains, and watercourses, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them which it may be necessary to cross, stop up, alter, or divert, for the purposes of the said intended railways and works, or any or either of them, or other the purposes of the intended act.

To take powers for levying tolls, rates, and duties, for or in respect of the use of the said proposed railways and works, and the con-

conveniences and accommodations connected therewith, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To confer the powers and authorities of the intended Act for making and maintaining the said works and otherwise in relation thereto, upon a company to be incorporated by the said act, or upon the London and North-Western Railway Company, or upon the Midland Railway Company, or upon all or any two of the said companies jointly or separately, as to several parts thereof, as may be agreed upon between them, and to make such provision as may be necessary, proper, or convenient, by the appointment of joint committees or otherwise, for the exercise of any such joint powers.

To authorise the Company to be incorporated by the intended act, and any other company or companies using the intended railways, or any or either of them, to run over and use with their engines and carriages of every description, and for the purposes of their traffic, so much of the railway of the London and North-Western Railway Company and of the joint railway of that Company and the Lancashire and Yorkshire Railway Company as will be situate between the point of junction with the London and North-Western Railway of Railway No. 1, and the Huddersfield station, including all or any lines of railway in, to, or through such station, and to use the whole or any part of the said Huddersfield station and the station at Halifax belonging to the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, and the Leeds, Bradford, and Halifax Junction Railway Company, or some or one of them, and to run over and use as aforesaid the Lancashire and Yorkshire Railway from Railway No. 3 to and through such last-mentioned station, together with the works and conveniences upon or connected with such portion of railway and station, upon payment of such tolls, rates, duties, or other remuneration, and upon such terms and conditions as shall be mutually agreed upon between the companies or company to exercise such powers, and the London and North-Western and Lancashire and Yorkshire, Great Northern, and Leeds, Bradford, and Halifax Junction Railway Companies, or some or one of them, as the case may be, or failing such agreement as shall be settled by arbitration or otherwise provided for in the intended act.

To enable the Company to be incorporated as aforesaid, and the London and North-Western and Midland Railway Companies, or either of them, to enter into and carry into effect any arrangements or agreements with respect to the several matters aforesaid, or any of them, and with respect to the construction, working, use, management, and maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof respectively, and to the payment and contribution by and between the companies, parties to any such arrangement or agreement, or either of them, towards the costs, charges and expenses of such working, use, management, and maintenance, and with respect to the regulation, management, and transmission of the traffic of the said intended railways, or any or either of them, or upon the railways of those respective companies, or either of them, and the collection, payment, division, apportionment, appropriation, and distribution of the tolls, rates, and charges arising from any such traffic.

To empower the London and North-Western and Midland Railway Companies, or either of

them, to subscribe or contribute funds towards the construction and maintenance of the said intended railways and works, or any or either of them, or any part or parts thereof, and to guarantee such interest, dividends, annual or other payments in respect of the monies expended in the construction thereof, as may be agreed upon between the said Companies, or between them or either of them and the Company to be incorporated as aforesaid, and to take and hold shares in the capital of the said last-mentioned Company, and to apply to the purposes aforesaid, or any of them, any capital or funds now or hereafter belonging to them respectively or under the control of their respective directors, and, if they shall think fit, to raise additional monies for that purpose, by the creation of new shares in their respective undertakings, with or without preference or priority in payment of dividends, or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by both of those means, or by such other means as Parliament shall authorise or direct.

To alter, amend, or enlarge, or if need be, to repeal all or some of the powers or provisions of the several Acts following, or some of them, 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, 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 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. caps. 130 and 131; 22 and 23 Vic. caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vic. caps. 77 and 79; 24 and 25 Vic. caps. 66, 110, 123, 128, 130, 208, and 223; 25 and 26 Vic. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208, and 209; 26 and 27 Vic. caps. 5, 103, 177, 208, and 217; and 27 and 28 Vic. caps. 194, 226, 263, 273, 288, and 296; and any other Acts relating to the London and North-Western Railway Company; and of the Acts following, or some of them, relating to the Midland Railway Company, that is to say, local and personal Acts 7 and 8, Vic. caps. 18 and 59; 8 and 9 Vic. caps. 38, 49, 56, 90, and 181; 9 and 10 Vic. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic. caps. 21, 88, and 131; 14 and 15 Vic. caps. 57, 88, and 113; 16 Vic. cap. 33; 16 and 17 Vic. cap. 108; 19 and 20 Vic. cap. 54; 22 and 23 Vic. caps. 40, 130, and 136; 23 and 24 Vic. caps. 62, 65, 66, 67, 72, and 91; 24 and 25 Vic. caps. 57, 106, and 139; 25 and 26 Vic. caps. 81, 90, 91, and 173; 26 and 27 Vic. caps. 74, 82, 182, and 183; and 27 and 28 Vic. caps. 164, 230, 231, and 245; and any other Acts relating to the Midland Railway Company, and of the Acts following or some of them, relating to the Lancashire and Yorkshire Railway Company, that is to say, local and personal Acts 1 and 2 Wm. IV. cap. 60; 2 Wm. IV. cap. 69; 5 Wm. IV. cap. 30; 6 and 7 Wm. IV. cap. 111; 7 Wm. IV. cap. 24; 1 Vic. cap. 25; 2 and 3 Vic. cap. 55; 4 Vic. cap. 25; 7 Vic. caps. 16 and 34; 7



and 8 Vic. caps. 60 and 82; 8 and 9 Vic. caps. 35, 39, 44, 54, 101, 103, 109, 166, 171 and 172; 9 and 10 Vic. caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic. caps. 103, 105, 163, 164, 166, 221, 240, 288 and 289; 11 and 12 Vic. caps. 71 and 115; 12 and 13 Vic. caps. 50, 71, and 74; 13 and 14 Vic. caps. 83, 95, and 99; 14 and 15 Vic. caps. 46, 56, and 89; 15 Vic. cap. 96; 15 and 16 Vic. cap. 132; 16 and 17 Vic. caps. 163 and 211; 17 Vic. caps. 58 and 59; 17 and 18 Vic. cap. 117; 21 and 22 Vic. caps. 106 and 143; 22 and 23 Vic. caps. 110 and 129; 24 and 25 Vic. caps. 34, 36, 37, 50, and 101; 25 and 26 Vic. cap. 97; 26 and 27 Vic. cap. 5; and 27 and 28 Vic. caps. 32, 55, 80, 270, and 273; and any other Acts relating to the Lancashire and Yorkshire Railway Company: and of the Acts following, or some of them, relating to the Great Northern Railway Company, that is to say, local and personal Acts 9 and 10 Vic. caps. 71, 88, and 352; 10 and 11 Vic. caps. 143, 146, 148, 248, 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; 22 Vic. cap. 35; 23 and 24 Vic. cap. 168; 24 and 25 Vic. caps. 35, 70, 133, 143, and 175; 25 Vic. caps. 1 and 46; 25 and 26 Vic. caps. 58, 86, 124, 190, and 200; 26 and 27 Vic. caps. 147, 191, and 203, and 27 and 28 Vic. caps. 202, 224, 242 and 243: and any other Acts relating to the Great Northern Railway Company, and of the Acts following or some of them, relating to the Leeds, Bradford, and Halifax Junction Railway Company, that is to say, "The Leeds, Bradford, and Halifax Junction Railway Act, 1852," "The Leeds, Bradford, and Halifax Junction Railway Act, 1853," "The Leeds, Bradford, and Halifax Junction Railway Act, 1854," "The Leeds, Bradford, and Halifax Junction Railway Act, 1855," "The Leeds, Bradford, and Halifax Junction Railway Act, 1859," "The Leeds, Bradford, and Halifax Junction Railway Act, 1861," "The Leeds, Bradford, and Halifax Junction Railway Act, 1862," and "The Leeds, Bradford, and Halifax Junction Railway Act, 1864," and any other Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company.

And notice is hereby also given, that a plan and section in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the intended Act, a book of reference to such plan, and a published map with the lines of railway delineated thereon, showing their general course and direction, will be deposited with the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield; and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place will be deposited, 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 adjoining parish, at his residence; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice; 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 before the 24th day of December next.

Dated this 10th day of November, 1864.

Brook, Freeman, & Batley, Huddersfield,  
Solicitors for the Bill.

No. 22915.

T

In Parliament—Session 1865.

Crays Gas Light and Coke Company, Limited.

(Maintenance, use, and extension of existing Works—Maintenance of present Supply—Powers to lay other Pipes—Extension of Supply to the Crays, Chislehurst, Orpington, Farnborough, and Chelsfield—Powers over Roads, Streets, &c., and other powers—Change of Company's Name and Constitution).

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to confer upon the Crays Gas Light and Coke Company, Limited, all or some of the following powers (that is to say):—

To maintain their existing Gas Works, and to improve, enlarge, renew, and extend the same on and over their lands situate in the parish of Saint Paul's Cray, in the county of Kent, and which lands are bounded on the east by a private road leading from the said Company's works to the highway leading into St. Mary Cray, and on the west and north and south by a field called Letts Field, part of a farm belonging to the Right Honourable Viscount Sydney, and now occupied by Messieurs Pascall; and upon such lands to maintain all such buildings, apparatus gas meters, and other works as may be necessary for the purposes of their undertaking or business.

To manufacture, by any process known or to become known, coal or oil gas, or other inflammable gas, vapour, or air, and to supply therewith, for public and private use, the parishes or places of Saint Mary Cray, Saint Paul's Cray, North Cray, Foots Cray, Chislehurst, Orpington, Farnborough, and Chelsfield, all in the county of Kent, and to manufacture, provide, and supply meters, fittings, and other things, and to manufacture and dispose of coke, oil, tar, and other residuum and products, and to do and undertake any business arising out of or connected with the matters aforesaid, and generally to do and undertake all such works and things as are or may be or become incident to such business and matters as aforesaid.

To maintain and from time to time renew and to pass gas through their mains, pipes, and other apparatus already laid down in or under the roads, highways, streets, lanes, thoroughfares, squares, courts, alleys, passages, and places within the parishes and places before named, and to lay down, maintain, and renew other mains, pipes, and other apparatus therein or thereunder (including mains, pipes, and other apparatus which they may think fit to lay down on the removal of any pipes, mains, or apparatus already laid down), and to pass gas through the same, and for the purposes aforesaid to open, break up, divert, alter, and stop up such roads, highways, streets, lanes, thoroughfares, squares, courts, alleys, sewers, drains, passages, water-courses, and other places within the parishes and places before named.

To hold, purchase by agreement, and to take on lease lands, houses, and other property.

To levy and collect rates or rents for the supply of gas, vapour, or air meters and fittings, and to alter the rates or rents now charged by the Company, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To confer on the said Company all necessary powers and authorities for the purposes of the said Act, and to authorise and empower the said Company and all corporations, public bodies, commissioners, companies, and persons existing or having jurisdiction or exercising powers within the parishes or places before named, to make and carry into effect contracts with respect to the supply of gas and of other matters and things before mentioned, and any incidental objects, and to raise and apply funds, and to vary any tolls, rates, or duties which

they respectively are now authorised to take. To empower the said Company to raise money for the purposes of the intended Act and of their undertaking, by the creation of new shares and stock in their capital, with or without preference or priority of dividend or interest, and other special privileges, and by borrowing on mortgage or otherwise, and to classify, define, and regulate their existing capital and shares; and, if deemed expedient, the intended Act will change the name of the said Company and rescind their memorandum and articles of association.

And it is intended to incorporate with the said intended Act "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Gas Works Clauses Act, 1847," "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863," or some of them or some parts thereof respectively.

And notice is hereby further given, that 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 7th day of November, 1864.

W. May, Solicitor, 2, Adelaide-place, London-bridge, London, and St. Mary Cray, Kent.

J. Dorrington, and Co., Parliamentary Agents, 6, Parliament-street, Westminster.

Brynmawr, Blaenafon and Pontypool Railway.  
(Construction of Railways, Powers to, Running Powers and Facilities over the Railways of, and other Provisions affecting the London and North-Western, the Great Western, and the Merthyr Tredegar and Abergavenny Railway Companies, 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 for the following, or some of the purposes following, that is to say:—

To incorporate a Company (hereinafter referred to as "The Company"), for making and maintaining the railways hereinafter mentioned, together with all necessary and convenient stations, approaches, bridges, roads, communications, and other works (that is to say):—

A Railway (No. 1), commencing by a junction with the Merthyr, Tredegar and Abergavenny Railway, in the parish of Aberystwith, in the county of Monmouth, at or near to, and on the eastern side of the Brynmawr Station on that railway, in the said parish of Aberystwith, and terminating in the parish of Trevethin, in the said county of Monmouth, at or near the new forge of the Blaenafon Iron Company, in a field numbered 24 on the Tithe Commutation Map of the said parish of Trevethin, which said intended Railway (No. 1) will be made or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Aberystwith, Llanwenarth, Llanfoist, Llanover, and Trevethin, all in the county of Monmouth, and Llanelly, in the county of Brecon.

A Railway (No. 2) wholly in the parish of Trevethin, in the county of Monmouth, commencing by a junction with the intended Railway (No. 1), at or near its termination as above described, and terminating at or near the top of the Abersychan incline of the Monmouthshire Railway and Canal Company.

A Railway (No. 3) wholly in the parish of Trevethin, in the county of Monmouth, commencing by a junction with the intended Railway

(No. 2), at or near its termination as above described, and terminating by a junction with the private railway of the Ebbw Vale Company, which runs from the Abersychan Iron Works of the said Ebbw Vale Company to the top of the said Abersychan incline, at or about the point where that private railway is crossed on the level by the parish highway leading from Abersychan to Blaenafon aforesaid.

A Railway (No. 4) commencing by a junction in the parish of Trevethin, in the county of Monmouth, with the before-described intended Railway (No. 2), at or near its termination as above described, and terminating by a junction in the parish of Panteague, in the county of Monmouth, with the Taff Vale Extension line of the Great Western Railway Company, at a point distant 175 yards or thereabouts from and on the west side of the post on that extension line denoting the distance of one mile from the Pontypool-road Station of the Great Western Railway Company, which said intended Railway (No. 4) will be made or pass from, in, through, or into the parishes of Trevethin and Panteague, in the said county of Monmouth.

A Railway (No. 5) commencing by a junction in the parish of Aberystwith, in the county of Monmouth, with the intended Railway (No. 1) at or near a public-house called "Josiah the Race Horse," situate in the parish of Llanelly, in the county of Brecon, and terminating at or near the top of the incline of the Brecon Boat Company, at their limestone quarries, on Gilwern Hill, in the said parish of Llanelly, and county of Brecon, which said intended Railway (No. 5) will be made, or pass from, in, through, or into the parishes, townships, extra-parochial and other places following, or some of them (that is to say): Aberystwith, Llanwenarth, Llanfoist, and Llanover, in the county of Monmouth, and Llanelly, in the county of Brecon.

A Railway (No. 6) commencing by a junction in the said parish of Llanelly with the lastly-described intended Railway (No. 5), at or near a point on the said lastly-described intended Railway (No. 5), about six furlongs from and to the southward of the proposed termination of the said intended Railway (No. 5), and terminating in the parish of Llanwenarth, in the county of Monmouth, at or near to the limestone quarries of the Blaenafon Iron Company, situate on the eastern side of Gilwern Hill, in the said parish of Llanwenarth, and which said intended Railway (No. 6) will be made or pass from, in, through, or into the parishes following, or some of them (that is to say): Llanelly, in the county of Brecon, and Llanwenarth, in the county of Monmouth.

To confer on the Company all necessary and proper powers for effecting the objects hereinafter mentioned, or some of them (that is to say):—

To cross, divert, alter, or stop up, for the purposes of the Bill, and either temporarily or permanently, any roads, streets, ways, highways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, and tramroads within the parishes and other places aforesaid.

To purchase, by compulsion and also by agreement, lands, houses, and hereditaments for the purposes of the intended railways and works, and to levy tolls, rates, and duties, upon or in respect of such 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.

And it is also intended by the said Bill to empower the Company, either by agreement or otherwise to run over, work, and use with their engines and carriages and for the purposes of their traffic,

of every description, the railways of the Merthyr, Tredegar and Abergavenny Railway Company, and the stations, roads, platforms, water, water engines, standing room for engines, sidings, machinery, warehouses, booking offices, works, and conveniences connected therewith, and also to levy tolls, rates, and duties, in respect of passengers and traffic conveyed over the said railways, and to alter the tolls, rates, and duties now authorised to be taken thereon.

And it is intended by the said Bill to empower the London and North Western Railway Company, the Great Western Railway Company, and the Merthyr, Tredegar and Abergavenny Railway Company, or either of them, and the Company, to enter into and carry into effect contracts, agreements, and arrangements for or with respect to the construction, maintenance, working, and using by any or either of the contracting Companies of the intended railways and works, or any part thereof, and with reference to the regulation, management, and transmission of the traffic thereon, or passing to or from the same, 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.

Provisions will also be made in the Bill for effectually securing the transmission and delivery of traffic from or destined for the railways to be authorised by the Bill, to, from, at, and over the railways of the several Companies hereinbefore mentioned, and each of them, and the several stations thereon, and to provide for through booking and through rates for such traffic, and to empower each of the Companies to appoint their own agents and servants at the stations of the other Companies or Company.

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 local and personal Acts following (that is to say):—8 and 9 Vict., caps. 36, 37, 43, 105, 111, 112, 123, 156, and 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, 320, 323, 324, 328, 331, 359, 368, 369, 380, and 396; 14 and 11 Vict., caps. 75, 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 and 204; 18 and 19 Vict., caps. 172 and 194; 19 and 20 Vict., caps. 52, 69, and 123; 20 and 21 Vict., caps. 64, 98, and 108; 21 and 22 Vict., caps. 130 and 131; 22 and 23 Vict., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vict., caps. 77, and 79; 24 and 25 Vict., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vict., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vict., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vict., caps. 62, 194, 196, 226, 263, 288, 296, and 309, relating to the London and North Western Railway Company; 5 and 6 Will. 4, cap. 107; the Great Western (West Midland Amalgamation) Act, 1864; the Great Western Railway (South Wales Amalgamation) Act, 1863; and the Great Western Railway Act, 1864, relating to the Great Western Railway Company; and 8 and 9 Vict., caps. 183 and 184; 9 and 10 Vict., caps. 278, 300, 303, 307, 315, 326, and 328; 10 and 11 Vict., caps. 86 and 177; 11 and 12 Vict., cap. 133; 13 and 14 Vict., cap. 110; 15 and 16 Vict., caps. 133 and 145; 16 and 17 Vict., caps. 175, 178, 179, 184, 205, 212 and 227;

17 and 18 Vict., caps. 207, 209, and 222; 18 and 19 Vict., caps. 175, 181, and 183; 19 and 20 Vict., caps. 111, 126, and 137; 20 and 21 Vict., caps. 116 and 119; 21 and 22 Vict., caps. 123, 126, and 142; 22 and 23 Vict., caps. 17, 46, 59, 76, and 84; 23 and 24 Vict., caps. 72, 76, 81, 82, 94, 127 and 128; 24 and 25 Vict., caps. 22, 76, 144, 189, 197, 204, 212, 213, 221, and 227; 25 and 26 Vict., caps. 14, 56, 109, 168, 183, 198, 206, 208, 209, 212, and 226; and 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Will. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 Geo. 4, cap. 61, relating to the West Midland Railway Company; and 22 and 23 Vict., cap. 59; 25 and 26 Vict., cap. 209; and 26 and 27 Vict., cap. 126, relating to the Merthyr, Tredegar and Abergavenny Railway Company.

And notice is hereby also given, that plans and sections of the said intended railways and works, with a book of reference to such plans, and a published map with the lines of the intended 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 Monmouth, at his office at Newport, in that county, and with the Clerk of the Peace for the county of Brecon, at his office at Brecon, in that 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 railways and works, or any part of them, will 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 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, 1864.

*E. J. C. Davies*, Brynmawr and Crickhowell.

*Walford and Gabb*, Abergavenny, Solicitors for the Bill.

In Parliament—Session, 1865.

Swansea Canal Transfer.

(Sale or Lease to the Neath and Brecon Railway Company.)

**A**PPPLICATION is intended to be made to Parliament in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To enable the Company of Proprietors of the Swansea Canal Navigation (who are hereinafter called the Canal Company) to sell and transfer, and otherwise dispose of, either absolutely or for a term of years, and either for a sum in gross or an annual rent fixed or fluctuating, or otherwise consideration, the undertaking of the same Company, consisting of their canals, wharves, warehouses, docks, rail or tramways, lands, property, machinery and estate, real or personal, and all their rights, powers and privileges, and among them the power of levying rates or tolls, and also all their duties and liabilities, or the Bill will authorize the Canal Company to dispose of such parts only of the said undertaking, rights and powers as the Bill shall define.

To enable the Neath and Brecon Railway Company to purchase the said undertaking, or such

parts thereof as the Bill shall define, in consideration of such sum in gross or rent, or other payments, and upon such conditions as the Bill shall define, or as shall have been already agreed upon, or may be agreed upon between the two Companies, and to enable the said Railway Company to exercise all the powers, rights and privileges of the Canal Company, including the power of levying rates or tolls, and to assume all their duties and liabilities or such specific powers, rights and privileges, duties and liabilities, as the Bill may define.

To enable the said Railway Company in like manner to purchase and acquire, and the most noble the Duke of Beaufort to sell, transfer, and otherwise dispose of, all the rights, property, estate and interest of his Grace in that part of the Swansea Canal known as the Trewyddfa Canal, together with the power of levying tolls or rates thereon, and all other rights, powers, privileges, duties and liabilities attaching to the said portion of canal, and now exercised and enjoyed by, or affecting, or attached to the Duke of Beaufort.

To authorize the said Railway Company to apply their corporate funds and revenues to the purposes of the said Bill, and for the same purposes to raise additional capital both by shares and loan, and to attach to such additional capital such preference and priority of dividend and interest, and other advantages over their existing capital, as the Bill shall define.

The Bill will for these purposes incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," and "The Companies Clauses Act, 1863."

To provide for the distribution among the mortgagees and shareholders of the Canal Company, and other persons entitled thereto, of the purchase money, rent or other consideration to be paid under the provisions of the Bill.

The Bill will vary or extinguish all rights and privileges which may interfere with its objects and will for these purposes amend, extend, and, if need be, repeal all or certain of the powers and provisions of the Act 34 George III., cap. 109, "For making and maintaining a navigable canal from the town of Swansea, in the county of Glamorgan, into the parish of Ystradgunlais, in the county of Brecon;" and of any other Acts relating to the Swansea Canal Navigation and to the Canal Company, or granting to them any powers, and also of the following Acts relating to the Neath and Brecon Railway Company, namely, 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316.

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 14th day of November, 1864.

*Kempthorne and Outhbertson, Neath,*  
Solicitors.

#### Rastrick Gas.

(Incorporation of Company, with Powers for Manufacturing and Supplying Gas in Rastrick and neighbouring parishes and places; Regulation and Increase of Capital.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to dissolve "The Rastrick Gas Company, Limited," and to annul their memorandum and articles of association, and to incorporate the shareholders into a Company by the same or any other name, and to vest in the Company all lands belonging to the dissolved Company, and which lands are situate in the township of Rastrick, in the parish of Halifax, in the West

Riding of the county of York, and are described and bounded as follows (that is to say):

All that plot, piece, or parcel of land situate at near to Bird's Royd, in the township of Rastrick, bounded on the north and east by the new roads there recently set out and made, and measuring on those sides 226 feet 6 inches, and 260 feet respectively; on the south by the public highway leading from Bird's Royd aforesaid to Woodhouse, and measuring on that side 226 feet 6 inches; and on the west by the estates of Mr. and Mrs. Clarke Thornhill, and their trustees, and measuring on that side 260 feet 6 inches, and containing on the whole 6,400 superficial square yards, or thereabouts, be the same more or less; and to vest in the Company all other the property, real and personal, undertaking, powers, rights, and privileges of the dissolved Company, and to confer upon the Company and all other necessary parties all other powers, rights, and privileges that may be necessary, usually granted, proper, or expedient, for enabling the Company to manufacture upon all or any part of the said lands, and to store and supply gas for public and private lighting within all or parts of the townships of Rastrick and Hartshead-cum-Clifton, in the West Riding of the county of York, and other parishes, townships, hamlets, or other places or parts thereof adjoining or near thereto respectively, and otherwise effectually and profitably to carry on their undertaking.

And it is also proposed by the said intended Act to enable the Company, and all proper and necessary parties, to enter into any such agreements and arrangements as they may think fit for carrying the mains and pipes of the Company over the River Calder, and for all other and necessary purposes for enabling the Company more effectually to supply gas within the limits of the said intended Act, and to confirm any agreement or agreements already made, or which prior to the passing of the said intended Act may be made, touching any of the matters aforesaid.

And it is proposed by the said intended Act to define and regulate the capital of the Company, and to authorize the Company to raise further sums of money by the creation of preference or ordinary shares or stock, by mortgage of their undertaking, and by debenture stock, and to capitalize certain moneys laid out in and available for the extension of works, and to lay down, maintain, and renew mains, and pipes, and to purchase, or take on lease lands by agreement for the purposes of their undertaking, adjoining or near to the lands belonging to the dissolved Company, and elsewhere in the townships, parishes, or places aforesaid; and to vary or extinguish all existing rights and privileges connected with such lands, or which would prevent or hinder the undertaking being fully carried into effect; and to confer other rights and privileges, and to authorize the levying of rates, rents, and charges; and the alteration of existing rates, rents, and charges; and the confirming, varying, and extinguishing of exemptions from payment of rates, rents, and charges; also to incorporate with the proposed Act all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845" (except the provisions thereof with respect to the purchase and taking of land otherwise than by agreement), "The Lands Clauses Act Amendment Act, 1860," and "The Gas Works Clauses Act, 1847."

And it is also proposed to repeal, alter, amend, and vary, if necessary, and so far as may be necessary, all or some of the provisions of the following local or local and personal Acts, that is to say;

an Act of the 4th year of the reign of King George 4th, intituled "An Act for paving, lighting, cleansing, watching and improving the township of Halifax, and for supplying the same with water"; an Act of the 3rd year of the reign of King George 4th, intituled "An Act for lighting with gas the town and township of Halifax, and the neighbourhood thereof within the parish of Halifax, in the West Riding of the county of York"; "The Halifax Improvement Act, 1853"; "The Halifax Gas Act, 1855"; "The Halifax Park and Improvement Act, 1858"; "The Halifax Improvement Act, 1862"; and all or any other Acts relating to the supply of gas by the Corporation of Halifax within the parish of Halifax, in the West Riding of the county of York; "The North-Bierley Gas Act, 1863"; an Act passed in the 9th and 10th years of the reign of Her present Majesty, intituled "An Act for sewerage, draining, and lighting the hamlet of Brighouse, in the township of Hipperholme-cum-Brighouse, in the parish of Halifax, in the West Riding of the county of York, and the 'Mirfield Gas Act, 1860.'"

And notice is hereby also given, that on or before the 23rd day of December, 1864, printed copies of the intended Bill will be deposited in the Private Bill Office of the House of Commons.

Dated this fourteenth day of November, 1864.

*Fairless Barber*, Brighouse, Solicitor for the Bill.

*Sudlow and Co.*, 8, Manchester-buildings, Westminster, Parliamentary Agents.

#### North British Railway.

Lasswade, Loanhead, Roslin, and Penicuik Branches.

(New Railways and Approaches between the North British Railway and Penicuik, and elsewhere in the county of Edinburgh and county of the city of Edinburgh, or one of them—Additional Siding Accommodation, &c., at Portobello, and Running Powers over the Esk Valley Railway—to Alter and Levy Tolls, &c.—Increase of Capital—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorise the North British Railway Company (hereinafter called "the Company") to make and maintain the following railways, and works, or some of them, with all proper approaches, stations, works, and conveniences connected therewith respectively, that is to say:—

First. A railway (hereinafter referred to as Railway No. 1), to commence by a junction with the North British Railway, at a point in the parish of Duddingston and county of Edinburgh, at the south end of the station at Portobello belonging to the Company, and to terminate by a junction with the St. Leonard's branch of the North British Railway, at a point in the parish of Liberton and county of Edinburgh, 35 yards or thereby east of the mile-post thereon indicating two miles from Edinburgh and two miles from Fisherrow.

Second. A railway (hereinafter referred to as Railway No. 2) to commence by a junction with the St. Leonard's branch of the North British Railway, at a point in the parish of Liberton and county of Edinburgh, 133 yards or thereby eastward of the point where the public road from Duddingston to Craigmillar crosses the St. Leonard's Branch on the level, and to terminate at or near the village of Penicuik, at a point in the parish of Penicuik and county of Edinburgh, 35 yards or thereby northwards of the

arch carrying the Peebles and Penicuik turnpike road over the North Esk, near to the mill called Bank Mill, in the occupation of Alexander Cowan and Sons, paper manufacturers.

Third. A railway (hereinafter referred to as Railway No. 3), to commence by a junction with the Edinburgh and Glasgow Railway at a point in the parish of St. Cuthberts, and county of Edinburgh, at or near where the Granton branch of the Caledonian Railway crosses the said Edinburgh and Glasgow Railway, and to terminate by a junction with Railway No. 2, at a point in the parish of Liberton and county of Edinburgh, 333 yards or thereby south-westward of the house of Peffermill.

Fourth. A railway (hereinafter referred to as Railway No. 4), to commence by a junction with Railway No. 3, at a point in the parish of Liberton and county of Edinburgh, 140 yards or thereby south-eastwards of the bridge called Cameron Bridge, carrying the Edinburgh and Dalkeith turnpike road over Pow Burn, and to terminate by a junction with Railway No. 2, at a point in the parish of Liberton and county of Edinburgh, 180 yards or thereby eastwards of the eastmost end of the farm buildings at Bridge-end.

Fifth. A railway (hereinafter referred to as Railway No. 5), to commence by a junction with Railway No. 2, at a point in the parish of Lasswade, and county of Edinburgh, 450 yards or thereby south-west of the south-west end of the farm buildings of Wester Melville, and to terminate by a junction with the authorised line of the Esk Valley Railway in a field or enclosure in the parish of Lasswade and county of Edinburgh, No. 51 of said parish on the plans deposited with the Sheriff-clerk of the county of Edinburgh, and referred to in the Esk Valley Railway Act, 1863, and which field or enclosure belongs to the trustees of the late Peter McCraw, and is occupied by William Kay, at a point 50 yards, or thereby, south-west from the south-west corner of the westmost house in Eldindean, belonging to Robert Balfour Wardlaw Ramsay, and occupied by Thomas Ritchie and Thomas Ker, or one of them.

Sixth. A railway (hereinafter referred to as Railway No. 6) to commence by a junction with Railway No. 2, at a point in the parish of Lasswade and county of Edinburgh, 350 yards or thereby south-east by southwards of the southern end of the farm buildings of Edgefield, and to terminate in the parish of Lasswade and county of Edinburgh, by a junction with Railway No. 5, at a point 530 yards or thereby westward of the house called Fettes Mount, near Lasswade, belonging to George H. Potts, and occupied by him, and 190 yards or thereby south-eastwards from the extreme west-most corner of the plantation or wood called Averil or Wadeburn Plantation, belonging to Sir George Clerk, and occupied by James Brown.

Seventh. A road to commence in the parish of Saint Cuthberts and county of Edinburgh and county of the city of Edinburgh, at the point of junction of the street or road called Kilgraston-terrace, with the street or road called Grange Loan, and to terminate in the parish of Saint Cuthberts and county of Edinburgh, at a point 160 yards or thereby westward of the western end of Blackford House.

Eighth. A road to commence in the parish of Liberton and county of Edinburgh, by a junction with the road or street at the south-western end of the village of Gilmerton, at a point 245 yards or thereby northwards of Gilmerton House, and to terminate in the said parish of Liberton and county of Edinburgh, at a point 530 yards or

thereby north-eastwards by north of the northern end of the farm buildings of Muirhouse.

All which intended railways and roads will pass from, in, through, or into, or be situate within the parishes, royal burghs, townships, and extra-parochial and other places following, or some of them, that is to say—Duddingston, Liberton, Lasswade, Glencross, Cockpen, and Saint Cuthberts, and royal burgh of Edinburgh, all in the county of Edinburgh and county of the city of Edinburgh.

And it is proposed by the said intended Act to authorise the Company to enlarge their station at Portobello, in the parish of Duddingston and county of Edinburgh, and to construct or erect sidings, booking offices, sheds, warehouses, watering places, workshops, and other conveniences and erections there and elsewhere, on any land belonging to them, or which they may hereafter acquire, and to run over and use with their engines and carriages, and for the purposes of their traffic, the Esk Valley Railway, or part thereof, and the stations, works, and conveniences upon or connected therewith, upon such terms or conditions as have been or may be agreed upon or settled by arbitration or otherwise, prescribed in or provided for by the intended Act; and to authorise and confirm agreements between the Company and the Esk Valley Railway Company, with respect to such running over, and use, and otherwise with reference to the traffic of the said Companies, or either of them.

And it is proposed by the said intended Act to take powers for the compulsory purchase of lands and buildings in all or some of the several parishes and places aforesaid, for the several purposes aforesaid, or some of them, and other purposes of the intended Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, canals, water-courses of every description, natural or artificial, sewers, pipes, bridges, telegraphic wires or apparatus, erections and works within or near to any of the several parishes or places aforesaid, which it may be necessary or convenient to stop up, remove, alter, or divert, for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the Act, or which would or might otherwise in any way prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, and duties, and charges, in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges, and other rights and privileges.

And it is proposed by the intended Act to authorise the Company to appropriate to the purposes of the intended Act all or any part of their authorised but unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, and cancellation of shares, and issuing or re-issuing of all or any part thereof, in ordinary, preference, or guaranteed shares or stock, or otherwise howso-

ever; and to raise further sums of money by the creation of ordinary, preference, or guaranteed shares or stock, and by mortgage, cash-credit, and otherwise.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them; that is to say, Acts relating to the North British Railway Company, 14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109, and 145; 22 and 23 Vict., caps. 14, 24, 83, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 181, 177, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict., caps. 194, 213, and 226; 27 and 28 Vict., caps. 84 and 100; and all other Acts (if any) relating to the North British Railway Company; Acts relating to the Edinburgh and Glasgow Railway Company—9 and 10 Vict., caps. 81, 202, and 332; 10 and 11 Vict., caps. 83 and 246; 11 and 12 Vict., caps. 116, 127, and 160; 12 and 13 Vict., caps. 39 and 86; 15 Vict., cap. 109; 16 and 17 Vict., cap. 151; 18 and 19 Vict., caps. 158 and 190; 19 and 20 Vict., cap. 106; 21 and 22 Vict., cap. 64; 24 and 25 Vict., caps. 84, 195, 198, and 248; 25 and 26 Vict., caps. 135 and 138; 26 and 27 Vict., cap. 237; 27 and 28 Vict., caps. 81, 271, and 279; and all other Acts (if any) relating to the Edinburgh and Glasgow Railway Company; the Act 8 & 9th Vict., cap. 162, 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, the 21st and 22nd, the 22nd and 23rd, the 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty; and the “Esk Valley Railway Act, 1863.”

And notice is hereby also given, that a plan and section in duplicate of the proposed railways, and of the lands which may be taken under the compulsory powers of the act, a book of reference to the plan, containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map, with the lines of railway delineated thereon, showing their general course and direction, will be deposited for public inspection at the offices in Edinburgh of the Principal Sheriff-clerk of the county of Edinburgh, and of the Principal Sheriff-clerk of the county of the city of Edinburgh, and that a copy of so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place, will be deposited, in the case of a parish with the schoolmaster, or if there be no schoolmaster, then with the session clerk of such parish; or in the case of an extra-parochial place, of some parish adjoining thereto, at the usual place of abode of such schoolmaster or session clerk; and that so much of the plan, section, and book of reference as relates to the royal burgh of Edinburgh, will be deposited with the town clerk of the said royal burgh, at his office in Edinburgh; and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this notice; and that before the 24th day of December next, printed copies of the Bill for effecting the objects aforesaid, or some of them, will



be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1864.

*Dalmahoy, Wood, and Cowan, W.S., Edinburgh.*

*Pritt, Sherwood, Venables, and Grubbe, 7, Great George-street, Westminster.*

#### Great Northern Railway and West Yorkshire Railway Amalgamation.

**I**T is intended to apply to Parliament in the next session for leave to bring in a Bill for the amalgamation of the undertaking of the West Yorkshire Railway Company with that of the Great Northern Railway Company, so as to vest in the last named Company the undertaking of the West Yorkshire Railway Company, and all the lands and other property, whether real or personal, and all powers, rights, and privileges, duties and liabilities, of the West Yorkshire Railway Company, whether with reference to their own undertaking, or to the undertakings of other Companies or persons, and to enable the Great Northern Railway Company to exercise and enjoy all such powers, rights, and privileges, and especially the power of levying tolls and other charges.

The Bill will enable the Great Northern Railway Company, for the purposes aforesaid, to raise additional capital, by shares or stock and by loan, and to attach to the shares or stock so raised any preference or priority of dividend or interest over the existing shares or stock of the said Company.

The Bill will alter, amend, and enlarge the powers and provisions of the Bradford, Wakefield, and Leeds Railway Acts, 1854, 1859, 1860, 1861, and 1862; "The West Yorkshire Railway Act, 1863;" "The Methley Railway Act, 1864;" and of "The Great Northern Railway Act, 1846," (9 and 10 Vict., cap. 71), and the several other Acts relating to the Great Northern Railway Company.

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 next.

Dated this 15th day of November, 1864.

*Barr, Nelson, and Barr, Leeds, Solicitors for the Bill.*

#### Burton-upon-Trent Railways.

(Power to Construct Railway across Guild-street, in Burton-upon-Trent; Repeal of Provisions in "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," and "The Midland Railway and Burton-upon-Trent Branches Act, 1860," as to Crossing certain Streets; 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 confer upon the several persons now or hereafter constituting the firm of Messrs. Bass and Company, of Burton-upon-Trent, in the county of Stafford, and their assigns, the powers following, or some of them, that is to say:—

To construct, and from time to time to repair and maintain a railway, with all necessary works and conveniences connected therewith, situate wholly in the township and parish of Burton-upon-Trent, in the county of Stafford, across and on the level of Guild-street there, to the south of the existing railway of the Midland Railway Company over the same street, to commence in certain property belonging to Messrs. Bass and Company on the west side of the said street, and to terminate in other property belonging to Messrs. Bass and Company, on the east side of the said street.

To purchase and acquire, by compulsion or agreement, lands and houses for the purpose of the intended railway; and for the same purposes to

cross on the level with locomotive engines, or otherwise, and to break up and otherwise interfere with Guild-street aforesaid; and to exercise and enjoy such of the provisions as may be found necessary or advisable of "The Railways Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Railways Clauses Act, 1863."

To vary or extinguish all existing rights or privileges connected with the lands, houses, and street so proposed to be purchased, acquired, crossed, broken up, and interfered with, which would prevent or impede the purposes of the said intended Act.

And the said intended Act will empower the several persons now or hereafter constituting the firm of Messrs. Bass and Company, and their assigns, on the one hand, and the Midland Railway Company on the other hand, to enter into and carry into effect arrangements or agreements with respect to the working and use of the said intended railway.

And by the said intended Act it is proposed to repeal so much of "The Midland Railway and Burton-upon-Trent Bridge Act, 1859," as provides that so long as a certain road numbered 55, in the parish of Burton-upon-Trent, on the deposited plans referred to in the said Act, being Guild-street aforesaid, shall be crossed on the level by the railway thereby authorised, it shall not be lawful for the Midland Railway Company, or for any other Company or person, to use the portion of railway across the same, with engines or carriages propelled by steam or atmospheric agency, or drawn by ropes in connexion with stationary engines.

And by the said intended Act it is also proposed to repeal so much of "The Midland Railway (Burton Branches) Act, 1860," as provides that so long as a certain road numbered 100, in the parish of Burton-upon-Trent, on the deposited plans referred to in the said Act, shall be crossed on the level by the railway thereby authorised, it shall not be lawful for the Company, or for any other Company or person, to use the portion of railway across the same, with engines or carriages propelled by steam or atmospheric agency, or drawn by ropes in connexion with stationary engines.

And it is also proposed by the said intended Act, to alter, amend, and extend, or to repeal all or some of the powers and provisions of the Act 7 and 8 Vict., cap. 18, and any other Act or Acts relating to the Midland Railway Company.

And notice is hereby also given, that plans and sections of the said intended railway and works, with a book of reference thereto, a published map with the line of railway 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 with the Clerk of the Peace for the county of Stafford, at his office at Stafford, and that on or before the same day 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 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 the 10th day of November, 1864.

*Bass and Jennings, Burton-on-Trent, Solicitors for the Bill.*

East and West Junction Railway (Extension).  
(Extension from Blisworth to Northampton and Bedford—Increase of Capital—Amendment of Act.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the

next session, by the East and West Junction Railway Company (hereafter called "the Company") for leave to bring in a Bill for all or some of the following purposes:—

To make and maintain the following railways, with all necessary works, stations, approaches, and conveniences connected therewith, or some or one of them; that is to say:

1. A railway commencing in the parishes of Blisworth and Gayton, or one of them, in the county of Northampton, by a junction with the authorized line of the Northampton and Banbury Junction Railway, at or near the proposed crossing by that Railway of the road from Northampton to Gayton, numbered 7 in the parish of Blisworth, and 1A in the parish of Gayton, on the deposited plans of that railway, deposited with the Clerk of the Peace for the county of Northampton, and terminating in the parish of St. Paul, Bedford, in the county of Bedford, by a junction with the Midland Railway (Leicester to Hitchin) at or near the Bedford Station of that railway.

2. A railway wholly situate in the said parish of Gayton, commencing by a junction with the hereinbefore described Railway No. 1, at or near the commencement thereof, and terminating in or near a field numbered 13 in the said parish on the said deposited plans.

3. A railway, wholly situate in the said parish of Gayton, commencing by a junction with the hereinbefore described Railway No. 2, in or near a field numbered 11, in the said parish, on the said deposited plans, and terminating by a junction with the hereinbefore-described Railway No. 1, at or near a certain other road leading from Northampton to Gayton, and about 50 chains from the Passenger Booking Office at the Blisworth Station of the London and North-Western Railway, measured along that railway in the direction of Birmingham from Blisworth.

4. A railway commencing in the parish of St. Peter's, in the town of Northampton, by a junction with the hereinbefore described Railway No. 1, at or near Green-street, near to where that street joins St. Peter's-street, and terminating in the parish of Duston, in the county of Northampton, by a junction with the Northampton and Market Harborough Branch of the London and North-Western Railway, at a point about 500 yards south of the Passenger Booking Office of the Castle Hill Station of that railway.

5. A railway, wholly situate in the parish of Great Houghton, in the county of Northampton, commencing by a junction with the hereinbefore described Railway No. 1, in a field belonging to Lord Overstone, in the occupation of Elizabeth Sergeant, known as Great Ground, and terminating by a junction with the Northampton and Peterborough Branch of the London and North-Western Railway, at or near to the mile-post thereon denoting 69½ miles from London, which said railways, some or one of them, will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say: Blisworth, Gayton, Rothersthorpe, Kissingbury, Upton, Duston, Hardingstone, Dallington; St Peter's, All Saints, St. Giles, St. John's, and the parish of the Priory of St. Andrew or Town part, in the town of Northampton; Abington, Great Houghton, Little Houghton, Brayfield-on-the-Green, Denton, Castle Ashby, Yardley Chase, Yardley Hastings, and Easton Maudit, in the county of Northampton; Olney, Olney Park, Warrington, Clifton-Reynes; Lavendon, and Cold Brayfield, in the county of Buckingham; Turvey, Turvey Abbey, Carlton, Stevington, Bromham, Biddenham, Clapham, and St. Paul, Bedford, in the county of Bedford.

And it is proposed by the said intended Act to confer on the Company power to purchase lands and houses compulsorily, or to deviate from the line and levels of the proposed railways to the extent shown on the plans and sections hereinafter referred to, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, rivers, canals, bridges, water-courses, sewers, pipes, buildings, and works connected with any such lands and houses to be taken as aforesaid, to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

And it is proposed by the said intended Act to authorise the Company to raise money for the purposes of the said Act, or for the general purposes of the Company, by creation of shares or stock in their undertaking, with or without guarantee, preference, or priority in the payment of interest or dividends, or other special advantages; and by borrowing on mortgage, or debenture, or shares, or stock, and guarantee interest or dividends upon the shares or stock, or upon the money to be expended on the said hereinbefore described intended works respectively, or other the Company's undertaking.

To empower the Company, and other Companies and persons working or using the said intended railways, either by agreement or otherwise, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, so much of the railways, stations, offices, water engines and works, and conveniences of every description of the Northampton and Banbury Junction Railway Company as is situate between the hereinbefore described commencement of Railway No. 1 and the London and North-Western Railway at Blisworth, and the East and West Junction Railway at or near Towcester, upon such terms and conditions as may be defined in the said Bill, or as may be settled (in default of agreement) by arbitration, or by the Board of Trade; and further, to require the said Company to afford all requisite facilities for the aforesaid purposes.

The Bill will also incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Acts, 1845 and 1863," "The Lands Clauses Consolidation Acts, 1845 and 1860," and "The Railways Clauses Consolidation Acts, 1845 and 1863," and it will amend and enlarge the powers and provisions of the East and West Junction Railway Act, 1864, and the Northampton and Banbury Junction Railway Act, 1863, and the Bill will alter and extinguish all existing rights and privileges which will interfere with any of its objects.

Duplicate plans and sections describing the line, situation and levels of the proposed railways and works, and the lands and houses and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners or lessees, or reputed owners or lessces, and of the occupiers of such lands, houses and other property, also a published map with the lines of railway delineated thereon, so as to show the general course and direction thereof, 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 Northampton, at his office at Northampton in the said county, and with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury in the said county, and with the Clerk of the Peace for the county of Bedford, at his office at Bedford in the said county, and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to

each parish in or through which the said railways and works will be made, or in which any lands or other property to be taken are situate, and a copy of this Notice, will be deposited with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, the said documents will be deposited with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 8th day of November, 1864.

*Geo. Pell,*

*Jeffery and Son,*

*Becke and Son,*

*Manning and Walker,* 20, Great George-street, Parliamentary Agents.

#### Beaminster Railway.

(Incorporation of Company; New Railway between Crewkerne and Beaminster; Working Arrangements; Facilities Powers to London and South Western Company to Contribute; 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 (hereinafter called "the company"), and to empower such company to make and maintain the railway hereinafter mentioned, with all proper stations, approaches, works, and conveniences connected therewith (that is to say) :—

A railway commencing in the parish of Misterton, in the county of Somerset, by a junction with the line of the London and South-Western Railway Company, at a point on the level thereof, ten chains or thereabouts eastward from the eastern end of the down platform of the Crewkerne station of the said railway, and terminating in the parish of Beaminster, in the county of Dorset, in a garden belonging to, and in the occupation of Thomas Bagg, adjoining the public road leading from Broadwindsor to Beaminster, known as Clay Lane, on the southern side thereof, in the said parish of Beaminster, which said line of railway will pass from, in, through, or into the several parishes, townships, and extra parochial and other places following, or some of them, (that is to say), Crewkerne, North Perrott, Misterton, Wayford, and Seaborough, all in the county of Somerset, and South Perrott, Cheddington, Mosterton, Burstock, Broadwindsor, Stoke Abbots, and Beaminster, in the county of Dorset.

To authorise the Company to purchase by compulsion or otherwise, lands, houses, and hereditaments for the purposes of the said intended railway and works, and to vary, repeal, alter, or extinguish all existing rights or privileges in any manner connected with such lands, houses, or hereditaments, which would in any manner impede or interfere with the objects and purposes of the said intended Act, and to confer, vary, or extinguish other rights and privileges.

To enable the Company to form junctions with any other railways which now are, or which during the ensuing session of Parliament may be, sanctioned upon the line or course of the said intended railway, and to cross, stop up, alter, or divert all highways, turnpike and other roads, railways, tramways, aqueducts, bridges, canals, towing paths, streams, drains, pipes, rivers, and other works with which it may be necessary to interfere for the purpose of making and maintaining, or using, the said intended railway and works.

To levy tolls, rates, and charges for, and in respect of the use of the said intended railway, and works, or any part thereof, and to grant exemptions from such tolls, rates, and charges, and to alter existing tolls, rates and charges, and to confer, vary, or extinguish other rights and privileges relating thereto.

To empower the London and South-Western Railway Company with the Company, to make and maintain the said railway and works, or some part thereof, and if need be, to delegate to the London and South-Western Railway Company, either jointly with or separately from the Company, the execution of all or any of the powers of the said intended Act, and also to authorise the London and South-Western Railway Company to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, to all or any of the purposes of the said intended Act, and also to authorise them to raise further money, and to increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock (or by both or either of such means), either with or without guarantee, preference, or priority in payment of interest or dividend, or other special privileges, and either as part of their general capital and funds, or wholly or partly, as a separate capital and loan, charged primarily or exclusively, on all or any part of the said intended railway and works, and also to divide such shares or stocks into classes, and to create the same on such terms and conditions, and with such privileges, and in such manner as shall be prescribed by the said intended Act, or as Parliament shall authorise or direct, and upon any such subscription or application of funds respectively as aforesaid, to enable them to exercise certain rights and privileges with reference to the Company, as to the appointment of directors or otherwise, as may be prescribed by the said intended Act.

To empower the Company, their officers and servants, and also all corporations and persons lawfully using the said intended railways, or any of them, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic, upon such terms and conditions, and on payment of such tolls, rates, and charges, as shall, in default of agreement, be settled by the Board of Trade, or by arbitration, or otherwise, so much of the London and South-Western Railway as is situate between the junction with that railway of the intended railway, and the western end of the existing platforms at the Crewkerne station of the London and South-Western Railway.

To enable the Company and the London and South-Western Railway Company and their respective lessees or assigns, to make and carry into effect arrangements and agreements with respect to the user by the Company of the before-mentioned stations, line of railway, and conveniences, or any or either of them, and with respect to the working, maintenance, use, and management of the said intended railway and works, or any part thereof, the supply of rolling and working stock, the booking, forwarding, and interchange of traffic from, to, or beyond the said intended railway, the division and apportionment of the tolls and profits arising from or in respect of such traffic, and the appointment and employment of officers and servants of a joint committee for better carrying out any of such arrangements, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings, and it is also proposed by the said intended Act to take powers for effectually securing the due interchange,

accommodation, protection, and direct and speedy transmission of traffic, passing to, from, or over the intended railway, from, to, or over the railway belonging to the London and South-Western Railway Company, and for securing, by through-booking or otherwise, all requisite or desirable facilities for those purposes, and (in default of agreement) for referring to the Board of Trade or to arbitration the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected.

To alter, amend, extend, and enlarge, so far as may be necessary for any of the purposes aforesaid, some of the powers and provisions of the several Acts relating to the South-Western Railway Company (that is to say):—4th and 5th Wm. IV., cap. 88; 1st Vic., cap. 71; 1st and 2nd Vic., cap. 27; 2nd and 3rd Vic., cap. 28; 4th and 5th Vic., caps. 1 and 39; 7th and 8th Vic., caps. 5, 63, and 86; 8th and 9th Vic., caps. 86, 88, 93, 107, 121, 165, 185, and 199; 9th and 10th Vic., caps. 129, 131, 173, 174, 175, 252, 355, 370, and 391; 10th and 11th Vic., caps. 57, 58, 88, 96, 97, 115, 145, 167, 243, 244, 249, 273, and 297; 11th and 12th Vic., caps. 75, 85, 87, 89, 125, and 157; 51st Geo. III., cap. 196; 12th and 13th Vic., caps. 33 and 34; 13th and 14th Vic., cap. 24; 14th and 15th Vic., cap. 83; 16th and 17th Vic., caps. 99 and 164; 17th and 18th Vic., caps. 186 and 208; 18th and 19th Vic., caps. 177 and 188; 19th and 20th Vic., cap. 120; 20th and 21st Vic., caps. 18, 72, 121, and 136; 21st and 22nd Vic., caps. 56, 58, 67, 89, and 101; 22nd Vic., cap. 3; 22nd and 23rd Vic., caps. 31, 44, 81, 95, and 134; 23rd and 24th Vic., caps. 92, 103, 124, 158, and 185; 24th and 25th Vic., caps. 111, 220, and 234; 25th and 26th Vic., caps. 90 and 109, relating to the London and South-Western Railway Company.

Duplicate plans and sections describing the line and level of the said intended railway and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, together with a published map, with the line of the said 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 instant, be deposited for public inspection with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, and with the Clerk of the Peace for the county of Somerset, at his office at Wells; and on or before the same 30th day of November instant, 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 proposed railway and works will be constructed, together with a copy of this notice as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence, and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

And notice is hereby lastly 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 11th day of November, 1864.

*F. F. Jeyes*, 28, Parliament-street,  
Westminster, S.W.

### Weald of Kent Railway.

(Diversion and Abandonment of portion of authorised line—Junction with South Eastern Railway—Arrangements with South Eastern Railway Company—Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for an Act to enable the Weald of Kent Railway Company (hereinafter called the Company) to divert and abandon a portion of their authorised line of Railway, and to form a junction with the line authorised by "The South Eastern Railway (Extensions to Cranbrook, Hythe, &c.) Act, 1864," in the parish of Cranbrook, in the county of Kent, and for that purpose to exercise the following powers, viz.:—

To make and maintain a new portion of railway, with all proper stations, approaches, works, and conveniences connected therewith, commencing at and from the termination of the aforesaid authorised line of the South Eastern Railway, in the parish of Cranbrook, in the county of Kent, in a field situate at Hartley, in the parish and county aforesaid, belonging to Alexander James Beresford Beresford Hope, Esquire, and in the occupation of Thomas Clarke, which field is numbered 38 in the said parish on the plans deposited in respect of the said recited Act with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the month of November, 1863, and terminating in the parish of Benenden, in the said county of Kent, in a field belonging to Gathorne Hardy, Esquire, by a junction with the authorised line of the Weald of Kent Railway, and at a point in such field 8 chains or thereabouts eastward of the turnpike-road leading from Sandhurst to Benenden, which turnpike-road is eastward of the mill known as Mill-street Mill, and which said field is numbered 74 in the same parish on the plans of the Weald of Kent Railway deposited with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the month of November, 1863, which said intended new portion of railway will pass from, in, through, or into the several parishes, townships, or extra-parochial and other places following, or some of them, that is to say, Cranbrook, Hawkhurst, and Benenden.

To abandon and relinquish the formation of so much of the authorised line of "The Weald of Kent Railway Act, 1864," as was proposed to be situated between the commencement of that railway in the parish of Cranbrook, in the said county of Kent, in a field belonging to and in the occupation of Louisa Dobell, situate about 20 chains south eastward of the Duke William public-house at Hartley, in the said parish of Cranbrook, and terminating in a field in the said parish of Benenden, belonging to Gathorne Hardy, Esquire, at a point in such field 8 chains or thereabouts eastward of the turnpike-road leading from Sandhurst to Benenden, which turnpike-road is eastward of the mill known as Mill-street Mill before referred to, and numbered 74 in the said parish of Benenden on the deposited plans of the Weald of Kent Railway; which said portion of the works so proposed to be abandoned and relinquished passed through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Cranbrook, Hawkhurst, and Benenden.

To authorise the Company to purchase by compulsion or otherwise and to acquire lands, houses, and other property, for the purposes of the said intended Railway and works or of the Bill.

To cross under, over, or on the level of, and to divert, alter, or stop up for the purposes of the Bill, and either temporarily or permanently, all such turnpike and other roads and highways, sheds, footways, railways, stations, tramways, bridges, rivers, streams, brooks, aqueducts, watercourses, canals, navigations, sewers, pipes, and drains, in or adjoining the aforesaid parishes and places, or any of them, as it may be necessary so to cross, divert, alter, or stop up for the purposes of the said Bill, or any of them.

To vary and extinguish all existing rights and privileges connected with any lands, houses, and property proposed to be purchased for the purposes of the Bill, or which would in any manner impede or interfere with such purposes, or any of them, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect of the intended Railway and works, to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties.

To authorise the Company to apply for the purposes of the Bill any capital or funds now belonging to them, or which they are authorised to raise by "The Weald of Kent Railway Act, 1864," and to substitute, as regards existing contracts and arrangements, the intended new portion of railway for the portion of railway proposed to be abandoned.

And it is proposed by the said Bill to extend to the said new Railway and works the powers and provisions granted by the existing Act of the Company relating to working traffic and other arrangements between the Company and the South Eastern Railway Company, and to confer upon those Companies such other powers touching any of the matters aforesaid as may be provided in the Bill.

To incorporate with the said Bill the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Consolidation Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And it is intended, so far as it may be necessary for any of the purposes of the Bill, to alter, amend, extend, or enlarge, or to repeal some of the powers and provisions of "The Weald of Kent Railway Act, 1864," and of the several Acts following, or some of them (that is to say), local and personal Acts, 6 William 4, cap. 75; 1 Victoria, cap. 93; 2 Victoria, cap. 42; 2 and 3 Victoria, cap. 79; 3 Victoria, cap. 46; 5 Victoria, session 2, cap. 3; 6 and 7 Victoria, caps. 51, 52, and 62; 7 Victoria, 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. 115; 22 and 23 Vic., cap. 35; 24 Vic., cap. 12; 24 and 25 Vic., cap. 191; 25 and 26 Vic., cap. 96; 26 and 27 Vic., cap. 115; and 27 and 28 Vic., cap. 99; and of any other Acts relating to the South Eastern Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, duplicate plans and sections, describing the lines, situations, and levels of the intended Railway and works, and the lands, houses, and other property in or through which they will be made, or which may be taken for the purposes thereof, or of the Bill, 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 land, houses, and other property, and also a published map with the line of the proposed railway delineated thereon, so as to show its general course and direction, 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 that 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 or extra-parochial place in or through which the intended railway and works will be made, or in which any lands, houses, or other property intended to be taken are situate, together with a copy of this notice as published in the London Gazette, will be deposited for public inspection in the case of each such parish with the parish clerk thereof, at his residence, and in the case of each extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence. 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 this 14th day of November, 1864.

*F. F. Jeyes*, 28, Parliament-street, Solicitor for the Bill.

#### In Parliament.—Session 1865.

King's-Cross, Islington, and Limehouse Railway. (Incorporation of Company for Making a Railway from Metropolitan Railway at King's-Cross to London and Blackwall Railway, with Branch to Limehouse Basin; Diversion of Part of Regent's Canal; Powers to Great Northern, Metropolitan, London and Blackwall, Great Western, London and North Western, and Midland Railway Companies, and to the Regent's Canal Company.)

**N**OTICE is hereby given, that it is intended to apply to Parliament, in the next session thereof, for leave to bring in a Bill for the following, or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some part or parts thereof respectively, with all needful works, stations, approaches, and conveniences connected therewith respectively (that is to say):—

A railway commencing by a junction with the Metropolitan Railway at or near where that railway crosses under Field-street, in the parish of St. Pancras and county of Middlesex, passing thence through or into the following parishes and places, or some of them, that is to say: St. Pancras; St. James', Clerkenwell; St. Mary, Islington; St. Leonard, Shoreditch; St. John, Hackney; St. Matthew, Bethnal-green; Hamlet of Mile End Old Town; and St. Anne, Limehouse; all in the county of Middlesex; and terminating in the last-named parish by a junction with the London and Blackwall Railway at a point about 70 yards west of where Limehouse Cut is crossed by the said London and Blackwall Railway.

A railway branching from and out of the said other intended railway, at or about 100 yards north of the bridge which carries Salmon's-lane over the Regent's Canal, and terminating on the east side of the Limehouse Basin of the Regent's Canal; the said branch railway will be wholly situate in the said parish of St. Anne, Limehouse.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:—

To enable the Company to form junctions and communications where necessary with the rails of

any other railway Company, and otherwise to interfere with those railways, and the lands and works thereof; and to regulate such junctions and the use thereof; to deviate from the lines of railway and the sections thereof to any extent within the limits of deviation shown upon the deposited plans and sections; to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, pipes, sewers, canals (and particularly the Regent's Canal), rivers, streams, and water-courses, so far as may be necessary in constructing or maintaining the said intended railways and works.

To divert in the said parishes of Saint Matthew, Bethnal-green, and Saint John, Hackney, the Regent's Canal, where it runs alongside the Victoria-park, such diversion to commence at or near a point about midway between Old Ford-road-bridge and Old Ford Lock, and to terminate at that part of the said canal which is nearest to the east end of North-street, with power to construct a new lock in the stead of the said Old Ford Lock; and also all such other works as may be necessary in making the said diversion.

To purchase lands, houses, and other property compulsorily, for the purpose of the said intended railways and other works to be authorised by the Bill; to acquire any right or easement in, under, or over lands; to levy tolls, rates and charges in respect of the proposed works, and to exercise other rights and privileges.

To use and appropriate any street, road, or thoroughfare, for the purposes of the railways and works; and to divert or remove all gas, water, and other pipes, beneath or communicating with, any of the streets, and to alter the level and position of any sewers and drains in and communicating with the said streets, and temporarily to stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the railways and works, the undersurface of any road, street, thoroughfare or land.

To authorise the Great Northern Railway Company, the Metropolitan, the London and Blackwall, the Great Western, the London and North Western, and Midland Railway Companies, and the Company of Proprietors of the Regent's Canal, or any or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively, under the powers of the Bill, by shares or stock, and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said Great Northern, Metropolitan, London and Blackwall Railway, Great Western, London and North Western, and Midland Railway Companies, or any or either of those Companies on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management, construction, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for

carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To authorise the Company on the one hand, and the Company of Proprietors of the Regent's Canal on the other hand, to make and enter into contracts and agreements as to the construction, maintenance and use of such portions of the undertakings sought to be authorised by the said Bill as may affect or be used for the purposes of or in connexion with the said canal, and also as to any alterations of the said canal, or of the works appertaining thereto, and the construction of any works in connexion with the said canal, which may be rendered necessary or expedient in the construction and maintenance of the intended railways or any of the works connected therewith.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863." And it will amend and enlarge the powers and provisions of the 9th and 10th Vic., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; also of the 16th and 17th Vic., cap. 186, and of the several other Acts relating to the Metropolitan Railway Company; also of the 6th and 7th William 4, cap. 123, and of the several other Acts relating to the London and Blackwall Railway Company; also of the following and of any other Act relating to the Regent's Canal Company, namely: 52 George 3, cap. 195; 53 George 3, cap. 32; 56 George 3, cap. 85; 59 George 3, caps. 66 and 111; 1 and 2 George 4, cap. 43; 7 George 4, cap. 140; 5 and 6 William 4, cap. 95; 14 Vic., cap. 32; and 18 and 19 Vic., cap. 95; also of the following and of any other Acts relating to the Great Western Railway Company, namely: 5 and 6 William 4, cap. 107; 26 and 27 Vic., caps. 113 and 198; and 27 and 28 Vic., cap. 306; also of the following and of any other Acts relating to the London and North Western Railway Company, namely: 9 and 10 Vic., cap. 204; and the 27 and 28 Vic., caps. 194, 226, and 296; and also of the following and of any other Acts relating to the Midland Railway Company, namely: 7 and 8 Vic., caps. 18 and 27; and 27 and 28 Vic., caps. 231 and 245.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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 lines of railway delineated thereon, so as to show their 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 Middlesex, at his office, at Clerkenwell-green; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice, will be deposited as follows, that is to say: in the case of the parish of Saint Pancras, with the clerk of the vestry of that parish, at his office, at the Vestry-offices, in King's-road; in the



case of the parish of Saint James's, Clerkenwell, with the clerk of the vestry of that parish, at his office, at the Vestry-hall, Upper Rosoman-street; in the case of the parish of Saint Mary, Islington, with the clerk of the vestry of that parish, at his office, in Upper-street, Islington; in the case of the parish of Saint Leonard, Shoreditch, with the clerk of the vestry of that parish, at his office, at No. 37, Hoxton-square; and in case of the parish of Hackney, with the clerk of the Hackney District Board of Works, at his office, at the Town-hall, Hackney; in the case of the parish of Saint Matthew, Bethnal-green, with the clerk of the vestry of that parish, at his office, at the Town-hall, Bethnal Green-road; in the case of the hamlet of Mile-end Old-town, with the clerk of the vestry, at his office, at the Town-hall, Mile-end; and in the case of the parish of Saint Anne, Limehouse, with the clerk of the Limehouse District Board of Works, at his office, at White Horse-street, Commercial-road East; and in the case of any extra-parochial place, the documents relating thereto will be deposited with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Edwards and Co., Westminster, Solicitors for the Bill.*

#### North British Railway.

(Carlisle Citadel Station Branch.)

(Railways from the Port Carlisle Railway to Carlisle Citadel Station—Provisions relating to Citadel Station—Power to run over Parts of Caledonian and Lancaster and Carlisle Railways, and to make Agreements, &c.—Increase of Capital—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 North British Railway Company (hereinafter called "the Company"), to make and maintain the following railways, or some of them, with all proper approaches, stations, works, and conveniences connected therewith respectively; that is to say:—

First. A railway (hereinafter called Railway No. 1), commencing by a junction with the line of the Port Carlisle Railway (now leased to the Company), at or near the north-west corner of the Station-house at the Canal station of the said Port Carlisle Railway, in the parish of St. Mary, Carlisle, in the county of Cumberland, and terminating at or near the river bank, on the south-west side of the River Caldew, at a point eleven chains, or thereabouts, distant in a north-westerly direction from the north-west corner of the Nelson bridge over the River Caldew, measured along the river bank on the south-west side of the said river, in the said parish and county, which intended railway and works will be wholly situated in the parish of St. Mary, Carlisle, and township of Caldewgate, all in the county of Cumberland, and will consist in part of a portion of the North-Eastern (late Newcastle-upon-Tyne and Carlisle) Railway, hereinafter described, or the site thereof.

Second. A railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1 at or near the termination thereof, as hereinbefore described, and terminating in the parish of St. Cuthbert, Carlisle, and township of St. Cuthbert within the city of Carlisle, at or near a point half a chain, or thereby, westward of the west end of the passenger shed of the Carlisle Citadel Station, and by one or more junctions with the several lines of rails passing on either side of the

southmost passenger platform, at the west end of the said passenger shed, which intended railway and works will pass from, through, or into the parish of St. Mary Carlisle, and township of Caldewgate, and township of St. Mary, within the city of Carlisle, and the parish of St. Cuthbert, Carlisle, and township of St. Cuthbert without the city of Carlisle, and township of St. Cuthbert within the city of Carlisle, or some of them, all in the county of Cumberland.

Third. A railway (hereinafter called Railway No. 3) commencing by a junction with Railway No. 2 at a point at or near the north corner of the gas works, in the parish of St. Cuthbert, Carlisle, and township of St. Cuthbert without the city of Carlisle, and terminating by one or more junction or junctions with the southmost rails of the Citadel Station lines, in the parish of St. Cuthbert, Carlisle, and township of St. Cuthbert without the city of Carlisle, at a point one chain, or thereabouts, in a westerly direction from the south-west corner of the west end of the passenger shed of the Citadel Station, Carlisle; which intended railway and works will be wholly situated in the parish of St. Cuthbert, Carlisle, and township of St. Cuthbert without the city of Carlisle, and township of St. Cuthbert within the city of Carlisle, or some of them, all in the county of Cumberland.

All which said railways, and the approaches, stations, works, and conveniences connected therewith, will be situated in the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, St. Mary, Carlisle, St. Mary within the city of Carlisle, Caldewgate, St. Cuthbert, Carlisle, St. Cuthbert without the city of Carlisle, and St. Cuthbert within the city of Carlisle.

And it is proposed by the intended Act to take powers for removing or making such alterations in the position, or otherwise, of the several main or other lines of rails, points, crossings, and other works within or near to the Carlisle Citadel Station, and the Citadel Station, as may be necessary or convenient for effecting the junctions hereinbefore referred to at the terminations of Railways No. 2 and No. 3 respectively, or otherwise, for the purpose of those railways respectively, and for the compulsory purchase of lands and buildings in all or some of the several parishes, townships, and places aforesaid, for the purposes of the intended railways, approaches, stations, works, and conveniences, and other purposes of the intended Act; also powers for the purchase of lands and buildings by agreement; also powers of deviation from the lines and levels of the proposed railways, as shown on the plans and sections hereinafter referred to, and to stop up, remove, alter, or divert, temporarily or permanently, all turnpike and other roads and highways, railways, tramways, bridges, rivers, and other waters, watercourses of every description, natural or artificial, sewers, pipes, buildings and works, within or near to any of the several parishes, townships, or places aforesaid which it may be necessary or convenient to stop up, remove, alter, or divert for any of the purposes of the intended Act, and to vary or extinguish all existing rights or privileges connected with any lands or buildings to be purchased or taken under the powers of the Act, or with any road, highway, railway, tramway, bridge, river, water, watercourse, sewer, pipe, building, or work to be stopped up, removed, altered, or diverted as aforesaid, or which would or might otherwise prevent or obstruct any object or purpose of the Act being fully effected, and to authorise the levying of tolls, rates, duties, and charges in respect of the intended railways and works, and to alter existing tolls, rates, duties, and charges, and to confer, vary, or extinguish exemp-

tions from payment of tolls, rates, duties, and charges, and other rights and privileges.

And it is proposed by the intended Act to authorise the Company to appropriate to the purposes of the intended Act all or any part of their authorised but unexpended capital, whether represented by shares actually created or otherwise, with all requisite powers to make such capital available by surrender, forfeiture, and cancellation of shares, and issuing or re-issuing of all or any part thereof, in ordinary, preference, or guaranteed shares or stock, or otherwise, howsoever, and to raise further sums of money by the creation of ordinary, guaranteed, or preference shares or stock, and by borrowing on mortgage, cash, credit, or otherwise, for the purposes of the said intended railways and works.

And it is proposed by the intended Act to authorise the Company to run over and use with their engines and carriages of every description, and for the purposes of their traffic, the part hereinafter described of the North-Eastern (late Newcastle-upon-Tyne and Carlisle) Railway, and so much of the line of the Caledonian Railway and of the Lancaster and Carlisle Railway as lies between the point of junction therewith of the intended Railways No. 2 and No. 3 and the Carlisle Citadel Station, and the main lines of rails, and the points and switches thereof within the Carlisle Citadel Station and the Citadel Station, and all stations, offices, buildings, sidings, works, and conveniences upon or connected therewith, upon such terms and conditions as may have been or may be settled by agreement or arbitration or otherwise as may be prescribed in or provided for by the intended Act, and to authorise the purchase by the Company, and the sale by the North-Eastern Railway Company, of so much of the North-Eastern Railway (late Newcastle-upon-Tyne and Carlisle) as lies between the point of junction thereof with the Port Carlisle Railway, and a point at or near a point six chains or thereby south-east, measured along the line of railway from where the North-Eastern (late Newcastle-upon-Tyne and Carlisle) Railway crosses over the Wigton-road, all in the parish of St. Mary, Carlisle, township of Caldewgate, and county of Cumberland, and to authorise the Company to appropriate such portion of the said railway, or the site thereof, to the purposes of Railway No. 1, and make such alterations thereon by widening the same or otherwise as may be necessary or convenient for that purpose, and to authorise agreements between the Company and the North-Eastern and Caledonian and Lancaster and Carlisle Railway Companies respectively, or any of them, and any other Company interested in the subject-matter of the agreement with respect to such running over or use, and otherwise with respect to their respective railways and traffic and the Carlisle Citadel Station, and to alter or vary existing agreements, and to confirm all or any agreements that may have been entered into between the said Companies, or any of them, prior to the passing of the intended Act.

And it is proposed by the intended Act to repeal or amend some of the provisions of the several local and personal Acts of Parliament following, or some of them (that is to say), Acts relating to the North British Railway Company—viz., 14 and 15 Vict. cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict. cap. 127; 19 and 20 Vict. cap. 98; 20 and 21 Vict. caps. 91, 124, and 129; 21 and 22 Vict. caps. 65, 109, and 145; 22 and 23 Vict. caps. 14, 24, 83, and 96; 23 and 24 Vict. caps. 140, 145, 159, and 195; 24 and 25 Vict. caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict. caps. 47, 48, 49, 142, 181, and 189; 26 and 27 Vict. caps. 194, 213, and 226; 27 and 28 Vict. caps. 84 and 100; and all

other Acts (if any) relating to the North British Railway Company; Acts relating to the North-Eastern Railway Company—namely, 6 William 4 cap. 81; 1 Vict. cap. 68; 4 Vict. cap. 7; 5 Vict. session 2, cap. 80; 6 Vict. cap. 8; 7 Vict. caps. 21 and 27; 7 and 8 Vict. cap. 61; 8 and 9 Vict. caps. 34, 57, 58, 84, 92, 104, and 163; 9 Vict. caps. 58, 59, 65, and 66; 9 and 10 Vict. 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 Vict. caps. 24, 55, 56, 57, 68, 71, and 81; 12 and 13 Vict. caps. 27, 58, and 60; 13 and 14 Vict. caps. 38 and 53; 14 Vict. cap. 39; 14 and 15 Vict. caps. 47, 84, and 85; 15 Vict. caps. 36, 37, 57, 96, and 114; 15 and 16 Vict. cap. 127; 16 and 17 Vict. caps. 109 and 136; 17 Vict. cap. 73; 17 and 18 Vict. caps. 164 and 211; 20 and 21 Vict. caps. 19, 33, 40, and 46; 21 and 22 Vict. caps. 14, 115, 116, 117, and 134; 22 and 23 Vict. caps. 10, 73, 91, 100, and 127; 23 and 24 Vict. cap. 44; 24 and 25 Vict. caps. 63, 72, 135, 141, and 157; 25 and 26 Vict. caps. 40, 54, 85, 100, 106, 110, 120, 145, 146, and 154; 26 and 27 Vict. caps. 122, 221, and 238; 27 and 28 Vict. caps. 20, 49, 55, and 67; and all other Acts relating to the North-Eastern Railway Company; the Act 9 and 10 Vict. cap. 204; and the several other Acts relating to the London and North-Western Railway Company passed respectively in the several sessions of Parliament held in the 8th and 9th years of the reign of her present Majesty, and in every subsequent year; the Acts 7 Vict. cap. 37; 8 and 9 Vict. cap. 83; 9 and 10 Vict. cap. 257; 12 and 13 Vict. cap. 87; 20 and 21 Vict. cap. 161; 21 and 22 Vict. cap. 128; 22 and 23 Vict. cap. 124; and 24 and 25 Vict. cap. 166; and any other Acts relating to the Lancaster and Carlisle Railway Company; the Act 8th and 9th Vict. cap. 162, and the several other Acts relating to the Caledonian Railway Company passed respectively in the ninth and tenth, the tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of her present Majesty; the Acts 18 and 19 Vict. cap. 79; and 25 and 26 Vict. cap. 80; and 27 and 28 Vict. cap. 158, relating to the Maryport and Carlisle Railway Company; the Acts 18 and 19 Vict. cap. 97; 26 and 27 Vict. caps. 14, 148, and 157; and 27 and 28 Vict. cap. 132, and all other Acts relating to the Glasgow and South-Western Railway Company; and the Acts 16 and 17 Vict. cap. 119, and 23 and 24 Vict. cap. 134, and all other Acts relating to the Port Carlisle Dock and Railway Company.

And notice is hereby also given, that plans and sections in duplicate of the intended railways, and of the lands which may be taken under the compulsory powers of the Act, 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 such lands, and a published map, with the lines of the railways delineated thereon, showing their general course or direction, will be deposited with the Clerk of the Peace for the county of Cumberland, at his office in Carlisle, 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 in which any

part of the railways, or any land which may be taken under the compulsory powers of the Act, is or may be situate, will be deposited, in the case of a parish, with the parish clerk of such parish, at his residence, and, in case of an extra-parochial place, with the parish clerk of some parish adjoining thereto, at his residence, and that all such deposits will be made before the 1st day of December next, and will be accompanied by a copy of this Notice as published in the London and Edinburgh Gazettes; and that before the 24th day of December next printed copies of the Bill for effecting the objects aforesaid, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated this 11th day of November, 1864.

*Dalmahoy, Wood, and Cowan, W.S., Edinburgh.*

*Pritt, Sherwood, Venables, and Grubbe,  
7, Great George-street, Westminster.*

#### Littleborough Gas.

(Powers to supply village of Littleborough and adjacent district with Gas; to maintain, erect and acquire Gas Works; to acquire, hold and sell land; and to sell or lease Gas Works; Incorporation of Company; Incorporation 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 for the following purposes, or some of them, that is to say:—

To authorize the purchase, maintenance, and extension, by a Company (which it is intended if thought expedient to incorporate by the said Bill with powers to raise money and to create and issue shares and to borrow on mortgage or bond or debenture stock) or by one or more person or persons, or the maintenance and extension by such Company, person or persons, of Gas Works, with all necessary buildings, gasometers, retorts, machinery, apparatus, approaches, conveniences and works on the lands and property hereinafter mentioned, or on some part or parts thereof respectively, and within the limits following, that is to say:

First—Certain land situate in the township of Blatchinworth and Calderbrook, in the parish of Rochdale, in the county of Lancaster, belonging to, and occupied by Henry Newall and Lawrence Newall, heretofore called Slack House Meadow, but now the site of, and occupied with the existing Gas Works of the said Henry Newall and Lawrence Newall; such land being bounded on the north-easterly side thereof by Hare Hill Mill Road, on the north-westerly side thereof, in part by a drying stove and land belonging to and occupied by the said Henry Newall and Lawrence Newall, and in the remaining part thereof by a field called Bleak Earth, belonging to Margaret Newall, and in the occupation of William Peacock, on the south-westerly side thereof in part by a meadow called Slack House Meadow belonging to Laurence Henry Peel and others, and in the occupation of John Lowe, and in the remaining part by a field called Will Hill, belonging to the said Laurence Henry Peel and others, and in the occupation of Abraham Mitchell, and on the south-easterly side thereof by the field called Gravel Hole, hereinafter mentioned:

Secondly—A close of land called Gravel Hole, situate in the township of Blatchinworth and Calderbrook, in the parish of Rochdale, in the county of Lancaster, belonging to Lawrence Newall, and occupied by William Durham; bounded on the north-easterly side thereof by Hare Hill Mill Road, on the north-westerly side thereof by

the land first hereinbefore described, on the south-westerly side thereof by the field called Will Hill, belonging to the said Laurence Henry Peel and others, and in the occupation of Abraham Mitchell, and on the south-easterly side thereof by land and a cottage and stable belonging to Lawrence Newall, whereof William Durham is lessee, and which are respectively occupied by James Taylor and the said William Durham:

Thirdly—A close or parcel of land situate in the hamlet or division of Clegg, in the township of Butterworth, in the parish of Rochdale, in the county of Lancaster, belonging to the heirs of Richard Tattersall, deceased, and whereof the said Henry Newall and Lawrence Newall are lessees, and which is occupied by them for the purposes of their Gas Works, and is bounded on the north-easterly side by a beer house, also belonging to the heirs of the said Richard Tattersall, whereof Thomas Whipp is occupier, lying between the said land and the road called Smithy Brow, on the north-westerly side by land and buildings belonging to James Fenton, whereof James Fletcher is the lessee, and William Fletcher, James Fletcher and Thomas Fletcher are the occupiers, and on the remaining sides thereof by land belonging to the heirs of the said Richard Tattersall, and in the occupation of William Fletcher James Fletcher and Thomas Fletcher.

To enable such Company, person or persons, by agreement, to purchase, and to take on lease, and to hold land and easements, and to purchase, take on lease and to maintain any existing Gas Works belonging to any other Company, person, or persons, within the following limits, that is to say, the village of Littleborough, the township of Blatchinworth and Calderbrook, the hamlet or division of Clegg, in the township of Butterworth, and that part of the hamlet or division of Wuerdle, in the township of Wuerdle and Wardle, which lies eastward of the stream or watercourse called Ashbrook, or some of the said places, or some parts thereof, all in the parish of Rochdale and county of Lancaster.

To authorize such Company, person or persons, to manufacture gas, and to manufacture, sell and dispose of the coal, cannel, coke and any other residuum and products arising, remaining or obtained from the materials used in the manufacture of gas, and to supply and sell gas within the limits last before mentioned; and to lay down, renew, maintain and use mains, pipes and other works, in, through, across and under streets, roads, bridges, lanes, yards, courts, footways and other public passages and places within the said last mentioned limits; and to maintain, renew and use mains, pipes and other works already laid down, in, through, across and under streets, roads, bridges, lanes, yards, courts, footways and other public passages and places within the said last mentioned limits; and for these purposes to break up and interfere with such streets, roads, bridges, lanes, yards, courts, footways and other public passages and places, and also any railways, tramways, telegraphic apparatus, sewers, drains, water pipes and gas pipes, within the limits last before mentioned.

To authorize such Company, person or persons, to sell, lease or let any lands belonging to or held or acquired by them, and not for the time being required by them, for the purposes of their undertaking.

To authorize such Company, person or persons to sell or let gas meters, gas pipes, apparatus and fittings; and to levy rates, rents and charges for the sale and supply of gas, and of gas meters, pipes, apparatus and fittings.

To confer on such Company, person or persons, all powers, rights and privileges usually conferred

on Gas Companies, or expedient for any of the purposes of the undertaking.

To enable such Company, person or persons, to sell or lease their undertaking or any part or parts thereof to any person or persons, Company, corporate body, or local board, upon terms to be mutually agreed on; and to enable any purchaser or purchasers, lessee or lessees of the undertaking, to exercise and enjoy all the powers, rights and privileges conferred by the Bill on the Company, person or persons, so selling or leasing the undertaking.

To incorporate with the Bill "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," and "The Gas Works Clauses Act, 1847," or some of them, or some parts thereof, and to amend "The Rochdale Improvement Act, 1853," or some of the provisions of that Act.

To confer, vary and extinguish exemptions from payment of rates, rents, duties and charges.

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 confer all rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

Printed copies of the said Bill, as proposed to be introduced into Parliament, 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, 1864.

*Woods and Jackson, Rochdale.*

*Grahames and Wardlaw, 30, Great George Street, Westminster.*

In Parliament.—Session 1865.

Parish of St. Philip and Jacob, in the City of and County of Bristol.

(Division of Parish and Formation of new Parish; Vestry of new Parish and Appointment of Overseers; Provisions as to Charities of new Parish; 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 all or some of the purposes following, that is to say:—

To divide and separate that part of the parish of St. Philip and Jacob, in the city and county of Bristol, which is commonly known by the name of the out-parish of St. Philip and Jacob, and which is situate in the Clifton Poor Law Union from the residue of the said parish, which is commonly known by the name of the in-parish of St. Philip and Jacob, and which is situate in the incorporation of the poor of the city of Bristol, and to constitute and form such out-parish into a distinct and independent parish for all or any purposes by the name of the out-parish of St. Philip and Jacob, or such other name as may be determined by the said Bill.

To make and declare the district church of the Holy Trinity within the said new parish the parish church of such new parish, and to incorporate the vicar of such new parish.

To appoint or provide for the appointment of the first and all subsequent vicars of such new parish, and to make provision for the payment of such vicar, and for the fees, dues, duties, or perquisites to be taken by him.

To appoint or provide for the appointment of a parish clerk and sexton for such new parish, and to make provision for their payment and remuneration.

To separate the charities now belonging to the present parish, and to assign some part or portion thereof to such new parish, and to vest the same

in the vicar, churchwardens, and overseers for the time being of the said new parish.

To constitute or provide for the constitution of a vestry of such new parish, such vestry to be an open vestry of the inhabitants of the said new parish, according to the provisions of the Acts of Parliament now in force with respect to vestries.

To provide for the appointment of churchwardens of such new parish, one of such churchwardens to be appointed by the vicar of the said new parish, and the other of such churchwardens to be appointed by the said vestry, and for giving all necessary rights and powers to such churchwardens.

To provide for the election or appointment of overseers of the poor of such new parish by such vestry, the said overseers to be elected and appointed to serve for the same time, and in the same manner, and in the same order and rotation as is provided by the Act of Parliament 38 Geo. 3, c. 69, and other the Acts in force for the regulation of parish vestries.

To authorize and empower the sale of rent charge in lieu of tithes now payable to the vicar of the in-parish of St. Philip and Jacob or any part thereof and the purchase thereof or of any part thereof by the vicar of the said new parish or by the vestry thereof; and to authorize and empower the payment or making of compensation in money in a gross sum or otherwise by the vicar of the said new parish, or by the vestry thereof, to the vicar of the said in-parish of St. Philip and Jacob, and the parish clerk and sexton thereof respectively, for or in respect of fees, dues, duties, and perquisites now arising and payable out of the said new parish, or any part thereof, to the vicar, parish clerk, and sexton of the said in-parish, or either of them, or making such other arrangement in respect thereof as shall be defined in such Bill.

And to extinguish or vary all existing rights or privileges which would impede or interfere with the objects or purposes of the said Bill, and to confer all powers, rights, and privileges necessary for carrying the said Bill into effect, or usually inserted in Bills of the like nature.

And it is intended by the said Bill to alter, amend, vary, or repeal, if need be, all or any of the provisions contained in the Local or Local and Personal Acts following, or one of them, that is to say, 24 Geo. 2, c. 37 and 38 Geo. 3, c. 69.

And notice is hereby also given 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 16th day of November, in the year of our Lord 1864.

*C. and J. H. Latcham, Bristol, Solicitors for the Bill.*

*Sudlow and Co., 8, Manchester-buildings, Westminster, Parliamentary Agents.*

In Parliament.—Session 1865.

Metropolitan and South London Railway.

(Construction of Railways to connect the Metropolitan and other Railways North of the Thames with the South London District and the Railways South of the Thames; Utilization of the Thames Tunnel; Incorporation of Company; Powers of Subscription and Arrangement to Metropolitan, London and North Western, North London, Great Eastern, London Brighton and South Coast, London and Blackwall, South Eastern, London and South Western, and London Chatham and Dover Railway Companies; Amendment of Acts, &c.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next Session thereof for leave to bring in a Bill for the follow-

ing, or some of the following, among other purposes :

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, junctions, approaches, and conveniences connected therewith respectively (that it to say):—

- No. 1. A railway, in this Notice called Railway No. 1, commencing in the parish of Saint Giles Without Cripplegate, in the City of London, by a junction there with the Finsbury Circus Extension of the Metropolitan Railway, at or near the intended termination thereof at or near Little Moorfields, passing under the River Thames by means of the Thames Tunnel, and terminating in the parish of St. Mary, Rotherhithe, in the county of Surrey, in or near a piece of garden ground, near the St. Helena Tavern, whereof John Howard and George Charles Hunt are the occupiers, at or about 108 yards westward of the point where the sewer or drain called the Black Ditch crosses Medway-place;
- No. 2. A railway, in this Notice called Railway No. 2, commencing in the parish of Saint George-in-the-East, in the county of Middlesex, by a junction there with Railway No. 1, at or near the junction of Lower Fenton-street with Anthony-street, and terminating in the parish of Saint Matthew, Bethnal Green, in the county of Middlesex, by a junction there with the railway thirdly authorised by "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," at or near the point where that railway is authorised to cross the Bethnal Green-road, as shown on the plans and sections referred to in that Act;
- No. 3. A railway, in this Notice called Railway No. 3, commencing from and out of the intended Railway No. 2, in the parish of Saint Mary Matfelon, otherwise St. Mary White-chapel, in the county of Middlesex, at or near the point of junction of Thomas-street with Buck's-row and White's-row, and terminating in the said parish of St. Matthew, Bethnal-green, in the county of Middlesex, by a junction there with the main line of the Great Eastern Railway, at or near Tap-street;
- No. 4. A railway, in this Notice called Railway No. 4, commencing in the said parish of Saint Mary, Rotherhithe, in the county of Surrey, at the hereinbefore-described termination of Railway No. 1, and terminating in the parish of St. Paul, Deptford, in the county of Kent, by a junction there with the down lines of the North Kent line of the South Eastern Railway Company, at or near the northern end of the down platform of the New Cross Station on that railway;
- No. 5. A railway, in this Notice called Railway No. 5, commencing in the parish of Saint Paul, Deptford, in the county of Surrey, by a junction there with Railway No. 4, at or near a point on the southern bank of the Grand Surrey Canal, 60 yards or thereabouts westward of the Necker Bridge over such canal; and terminating in the said parish of Saint Paul, Deptford, in the county of Kent, by a junction there with the up lines of the North Kent line of the South Eastern Railway Company, at or near the northern end of the up platform of the New Cross Station on that railway;
- No. 6. A railway, in this Notice called Railway No. 6, commencing in the said parish of Saint Paul, Deptford, in the county of Surrey, by a junction there with Railway No. 4, at or near the hereinbefore-described commencement of

Railway No. 5, and terminating in the said parish of St. Paul, Deptford, in the county of Surrey, by a junction there with the down lines of the main line of the London, Brighton, and South Coast Railway Company, at or about 370 yards northward of the bridge carrying the New Cross-road over such railway, measured along such railway;

- No. 7. A railway, in this Notice called Railway No. 7, commencing in the said parish of Saint Mary, Rotherhithe, in the county of Surrey, at the hereinbefore-described termination of Railway No. 1, and terminating in the said parish of St. Paul, Deptford, in the county of Surrey, by a junction there with the up lines of the main line of the said London, Brighton, and South Coast Railway Company, at or about 412 yards northward of the said bridge carrying the said New Cross-road over such railway, measured along such railway;
- No. 8. A railway, in this Notice called Railway No. 8, commencing in the said parish of Saint Paul, Deptford, in the county of Surrey, by a junction there with Railway No. 7, at or near a point on the said southern bank of the said Grand Surrey Canal 275 yards, or thereabouts, westward of the bridge carrying the main line of the London Brighton and South Coast Railway Company over such canal, measured along such southern bank, and terminating in the parish of Saint Giles, Camberwell, in the county of Surrey, by a junction there with the railways of the London Brighton and South Coast Railway Company, first and secondly described in and authorised by "The London Brighton and South Coast Railway (Extensions, &c.) Act, 1863," at or near a point 10 yards or thereabouts northward of the arch in the viaduct carrying such authorised railways over Cross-street, in the said parish of Saint Giles, Camberwell;
- No. 9. A railway, in this Notice called Railway No. 9, commencing in the said parish of Saint Mary, Rotherhithe, in the county of Surrey, by a junction there with the Railway No. 1, at or near a point on the southern side of New-road in such parish 50 yards or thereabouts eastward of the point where Corbett's-lane joins the said New-road, measured along such New-road, and terminating in the said parish of Saint Paul, Deptford, in the county of Kent, by a junction there with the Thames Junction Branch Railway of the London Brighton and South Coast Railway Company, at or near the point where such branch railway crosses Deptford Lower-road;
- No. 10. A railway, in this Notice called Railway No. 10, commencing in the said parish of Saint George-in-the-East, in the county of Middlesex, at or near the junction of Saint George-street with the passage leading to Palmer's Folly by a junction there with Railway No. 1, and terminating in the parish of Saint Dunstan Stebonheath otherwise Stepney, or hamlet of Ratcliff or one of them, in the county of Middlesex, by a junction there with the railway authorised by "The London and Blackwall Extension Railway Act, 1845," at or near the point of junction of Henry-street with York-road in that parish or hamlet;
- No. 11. A railway, in this Notice called Railway No. 11, commencing by a junction with Railway No. 1, at or near the junction of Ann-street with Lower Chapman-street, and terminating by a junction with Railway No. 10, at or near a point midway or thereabouts between Martha-street and the London and Blackwall Railway, and 50 yards or thereabouts eastward

of Cross-street; which said railway will commence, terminate, and be situate wholly in the said parish of Saint George-in-the-East, in the county of Middlesex:

In connection with the railways in this Notice called Railways Nos. 2 and 3, to authorise a diversion of the railway or siding fifthly authorised by "The Great Eastern Railway (Junctions) Act, 1864," such diversion to commence at or near the point where such railway is intended to cross Nottingham-street, and to terminate 40 yards or thereabouts westward of the authorised termination of such railway as shown on the plans referred to in such Act; such diversion, and the works connected therewith, to commence, terminate, and be situate wholly in the said parish of Saint Matthew, Bethnal-green, in the county of Middlesex:

In connection with the railway in this Notice called Railway No. 4, to authorise an alteration of the levels of the Thames Junction Branch Railway of the London Brighton and South Coast Railway Company, such alteration to commence at or near the lift-bridge carrying that branch railway over the Grand Surrey Canal, and terminating at or near the bridge carrying such branch railway over Trundley's-lane; such alteration to be situate wholly in the said parish of Saint Paul, Deptford, in the county of Surrey; and for the purposes of such alteration to alter one or more of the arches of the viaducts carrying the Greenwich and North Kent Railways respectively over such branch railway in such parish:

In connection with Railway No. 1, to authorise the diversion of Liverpool-street, in the parish of Saint Botolph Without Bishopsgate, in the city of London, such diversion to commence at or near Baker's-buildings, and to terminate in Bishopsgate-street nearly opposite Devonshire-street:

In connection with Railways No. 2 and No. 3, to authorise the formation of a new street in the said parish of Saint Matthew, Bethnal-green, such new street to commence at or near the crossing of Upper North-street by the Great Eastern Railway, and to terminate at or near the junction of Three Colt-lane with Burton-street; and to stop up Queen Anne-street, John-street, West-street, Scott-street, Tent-street, Three Colt-lane, Upper North-street, and London-street, or some parts thereof respectively:

In connection with Railway No. 8, to stop up Havering-street, Bower-street, Stepney-causeway, and Dawson-street:

All which said intended railways and other works will pass from, in, through, or into, and the lands and houses which will or may be taken for the purposes thereof are situate in the several parishes, townships, hamlets, and extra-parochial places of Saint Mary Matfelon otherwise Saint Mary White-chapel, Saint George-in-the-East, Saint John of Wapping, Mile End Old Town, Saint Dunstan, Stebon-heath otherwise Stepney, Saint Matthew Bethnal Green, St. Paul Shadwell, Ratcliff, All Saints Poplar, Saint Anne Limehouse, and Mile End New Town, in the county of Middlesex; of Saint Giles Without Cripplegate, Saint Stephen Coleman Street, Saint Botolph Without Bishopsgate, Allhallows London Wall, and Saint Botolph Without Aldgate, in the city of London; of Saint Mary Rotherhithe, Saint Paul Deptford, and Saint Giles Camberwell, in the county of Surrey; and of Saint Paul Deptford, in the county of Kent, or some of them:

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To authorise the Company to provide stations, warehouses, yards, depôts, and works, and to acquire compulsorily or use lands acquired by them for the purpose of erecting houses and buildings for the labouring classes or otherwise, within the limits

of deviation to be described on the plans hereinafter mentioned:

To authorise the Company to appropriate or use the under surface of any street, square, road, or lands traversed by or situated near the intended railways and works, and to stop up, alter, and divert any street, road, canal, railway, sewer, drain or thoroughfare, and to appropriate the same and any courts or places for the purposes of the railways and works when stopped up:

To enable the Company to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works, stations, buildings, warehouses, depôts and other purposes, and to levy tolls, rates, and charges in respect thereof; to alter tolls, rates, and charges; to grant exemptions from tolls, rates, and charges, and to confer on the Company other rights and privileges:

To authorise the Metropolitan Railway Company and the Company to enter into and carry into effect agreements for the construction of so much of the Railway No. 1 and of the Tower Hill Extension of the Metropolitan Railway as lie between the commencement of such railways and Aldgate High Street, by those Companies jointly, or by either of such Companies:

To authorise the London Brighton and South Coast Railway Company and the Company to enter into and carry into effect agreements for the alteration of the said Thames Junction Branch Railway as hereinbefore described, by those Companies jointly, or by either of such Companies:

To provide for the transfer to and vesting in the intended Company (by compulsion or otherwise) for the purposes of the said railways and works, of the Thames Tunnel, and all or some part of the property, estate, and effects of the Thames Tunnel Company, and to make provision for the payment to that Company, or to other parties entitled to or interested in the Thames Tunnel, or the tolls received in respect thereof, either by a sum in gross, or by annual or other payments, either perpetual or terminable, or partly by the one and partly by the other or others of such means of compensation, for the premises so proposed to be transferred to or vested in the intended Company; and the said intended Bill will empower the Thames Tunnel Company or other parties interested to sell and transfer, and the Company to purchase, the Thames Tunnel and premises aforesaid, and to enter into and carry into effect contracts and agreements with reference to all or any of the purposes aforesaid, and will also ratify and confirm all or any of the agreements in relation to such purposes, or any of them, which have been or may be made by or on behalf of the intended Company with the Thames Tunnel Company, and also any agreements which have been or may be made by or on behalf of the intended Company with any other body or persons, whether mortgagees or creditors of the Thames Tunnel Company, or having or claiming any other interest in the Thames Tunnel, and the property held in connection therewith; and the said Bill will alter, vary, or extinguish all existing rights and privileges in relation to the said tunnel and premises which would impede or interfere with the objects and purposes of the intended Bill, and will provide for the dissolution of the Thames Tunnel Company, and for winding up its affairs, and distributing its assets and effects:

To authorise the Metropolitan Railway Company, the London and North Western Railway Company, the North London Railway Company, the Great Eastern Railway Company, the London and Blackwall Railway Company, the London Brighton and South Coast Railway Company, the South



Eastern Railway Company, and the London Chatham and Dover Railway Company, or any of those Companies, to contribute towards the cost of constructing the intended railways and works out of their corporate funds, and, if necessary, out of capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital or any part thereof, or the interest on all or any part of the debenture debt of the Company, and to appoint directors of the Company;

To enable the Company on the one hand, and the Metropolitan Railway Company, the London and North Western Railway Company, the North London Railway Company, Great Eastern Railway Company, London and Blackwall Railway Company, London Brighton and South Coast Railway Company, South Eastern Railway Company, and London Chatham and Dover Railway Company, or any of them, on the other hand, from time to time to enter into and carry into effect agreements with respect to the construction, working, use, ownership, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively by the said Companies respectively, or any of them, and the appropriation and use of joint or separate stations, the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic of the intended railways, the payments to be made and the conditions to be performed with respect to such working, use, ownership, management, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic upon the undertakings of the contracting Companies, or any of them, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made touching any of the matters aforesaid:

To require the before-mentioned Companies, or any of them, to receive, book, and invoice through, forward, accommodate, and deliver on and from their respective railways, and at the stations, warehouses, and booking-offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, and to provide accommodation for the clerks and servants of the Company at the said stations upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration; or as may be defined by the Bill; and, if need be, to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges:

To authorise arrangements and agreements with reference to the construction, working, and use of the railways, or any of them, with the London and Saint Katharine Docks Company and the Surrey Commercial Dock Company, or either of them:

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects; and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Rail-

ways Clauses Act, 1863;" with such modifications of those provisions as may be contained in the Bill with respect to alterations from the line and levels of the works, the assessing of compensation in respect of property injuriously affected, the leasing and resale of property, the prevention of frauds upon the Company, and obstructions upon the railway or otherwise; and it will amend and enlarge the powers and provisions of the following Acts, or some of them: namely, local and personal Acts, 17 and 18 Vict. cap. 221, and any other Acts relating to the Metropolitan Railway Company; 9 and 10 Vict. cap. 204, and other Acts relating to the London and North Western Railway Company; 9 and 10 Vict. cap. 396, and any other Acts relating to the North London Railway Company; 25 and 26 Vict. cap. 223; 26 and 27 Vict. caps. 190 and 225; 27 and 28 Vict. caps. 95, 182, 282, 313, and any other Acts relating to the Great Eastern Railway Company; 6 and 7 Will. IV. cap. 123; 23 and 24 Vict. cap. 123; 25 and 26 Vict. cap. 7; 27 and 28 Vict. cap. 219; and any other Acts relating to the London and Blackwall Railway Company; 9 and 10 Vict. cap. 203 and 273, and any other Acts relating to the London Brighton and South Coast Railway Company; 3 Vict. cap. 50, and any other Acts relating to the Thames Tunnel Company; 27 and 28 Vict. cap. 178, and any other Act relating to the London and Saint Katharine Docks Company; 6 William IV. cap. 75, and any other Acts relating to the South Eastern Railway Company; 16 and 17 Vict. cap. 132; 22 and 23 Vict. cap. 54; and 23 and 24 Vict. cap. 177, and any other Acts relating to the London Chatham and Dover Railway Company; and 27 Vict. cap. 31, relating to the Surrey Commercial Dock Company:

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections of the said intended railways and works, and describing the lands and houses which will or may be taken under the powers of the Bill, and a book of reference thereto, a published map showing the general course of the said intended railways, 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 city of London at his office at the Old Bailey, in the said city; with the Clerk of the Peace for the county of Middlesex at his office at the Sessions House, Clerkenwell; with the Clerk of the Peace for the county of Surrey at his office in Lambeth; and with the Clerk of the Peace for the county of Kent at his office at Maidstone; and that on or before the same day a copy of this Notice as published as aforesaid, and of so much of the said plans, sections, and book of reference as relates to each of the several parishes or places in or through which the intended railways and works are proposed to be made, or lands or houses are situate, will be deposited as follows (that is to say): as regards each parish or extra-parochial place which is included in Schedule (A) to the Act 18 and 19 Vict. cap. 120, for the better local management of the Metropolis, with the vestry clerk of each such parish, at his office; in the case of each parish or extra-parochial place which is included in Schedule (B) to that Act, with the clerk of the district board of works for the district in which such parish or place is comprised, at his office in that district; and, in the case of each parish in the City of London, or beyond the limits of the Metropolis, with the parish clerk thereof, at his residence; and, in the case of any extra-parochial place in that City, or beyond the limits of the Metropolis, with the parish clerk of an adjoining parish, at his residence.

Printed copies of the intended Bill will, on or before the twenty-third day of December next, be

deposited in the Private Bill Office of the House of Commons.

Dated this 7th day of November, 1864.

*Burchells*, 5, Broad Sanctuary, Westminster.  
*Faithfull, Son, and Coode*, 53, Parliament Street, Westminster.

In Parliament.—Session 1865.

Hornsey and Kingsland Junction Railway.

(Incorporation of Company for making Railway from Edgware, Highgate, and London Railway to North London Railway—Powers over undertakings of other Companies, and to other Companies.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session thereof for leave to bring in a Bill for the following, or some of the following, among other purposes:

To incorporate a Company (herein referred to as "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part thereof, with all needful works, stations, approaches, and conveniences connected therewith, that is to say:

1. A railway commencing by a junction with the authorised line of the Edgware, Highgate, and London Railway, in the parish of Hornsey, otherwise St. Mary, Hornsey, in the county of Middlesex, in or near a field numbered 115 on the deposited plans referred to in "The Edgware, Highgate, and London Railway Act, 1862," passing thence through or into the following parishes and places, or some of them, that is to say:—The parish of Hornsey, otherwise St. Mary, Hornsey; the parish of Stoke Newington; and the parish of St. Mary, Islington, all in the County of Middlesex, and terminating in the said parish of Saint Mary, Islington, by a junction with the North London Railway eight chains or thereabouts to the west of the bridge which carries a road called or known as King Henry's Walk (Balls Pond) over the said North London Railway.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To enable the Company to form junctions and communications where necessary with the rails of the Edgware, Highgate, and London and North London Railways, and otherwise to interfere with those railways and the lands and works thereof, and to regulate such junctions and the use thereof, to deviate from the line of railway to any extent within the limits of deviation shown upon the deposited plans, to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, pipes, sewers, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railway and works, and particularly to cross under the New River, to purchase lands, houses, and other property compulsorily for the purposes of the said intended railway and works, to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the Edgware, Highgate, and London Railway Company, the Watford and Edgware Junction Railway Company, the Great Northern Railway Company, the North London Railway Company, and the London and North Western Railway Company, or any or either of those Companies, to contribute towards the cost of constructing the intended railway and works out of their corporate funds, and, if necessary, out of the capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals; and to enable the said Companies to hold shares in the capital of

the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand, and the said Edgware, Highgate, and London, the Watford and Edgware Junction, Great Northern, North London, and London and North Western Railway Companies, or any or either of those companies, on the other hand, from time to time to enter into agreements with respect to the working, use, management, construction, and maintenance of the said intended railway and works, or any part or parts thereof, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic of the intended railway; the payments to be made and the conditions to be performed with respect to such working, use, management, construction, and maintenance; the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic; and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

To enable the Company and all companies and persons lawfully using the railway of the Company to run over and use with their engines and carriages of every description, and with their clerks, officers, and servants, and upon such terms and conditions, and on payment of such tolls, rates, and charges, as may be agreed upon or be settled by arbitration, or defined by the Bill, all or any part of the respective railways and undertakings hereinafter mentioned, together with the stations, watering-places, booking-offices, warehouses, landing-places, sidings, works, and conveniences connected therewith respectively (that is to say):

The Edgware, Highgate, and London Railway, including the extension of that railway to the Alexandra Park;

The Watford and Edgware Junction Railway;

So much of the Watford and Rickmansworth Railway as lies between the authorised junctions therewith of the Watford and Edgware Junction Railway and the junctions of the Watford and Rickmansworth Railway with the London and North-Western Railway at or near the Watford Station thereof, together with so much of the London and North-Western Railway as lies between the point of junction therewith of the Watford and Rickmansworth Railway and the stations of the London and North-Western Railway at Watford, together with the said station.

To require the Companies or persons owning or working the said railways or undertakings respectively to receive, book through, forward, accommodate, and deliver on and from the same; and at the stations, warehouses, and booking offices thereof, all traffic of whatever description coming from or destined for the undertaking of the Company, upon such terms and conditions as may be agreed upon, or, failing such agreement, as shall be settled by arbitration, or as may be defined by the Bill; and if need be to alter the tolls and charges which the said Companies may respectively receive and take upon their respective undertakings, and to confer exemptions from such tolls and charges.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation

Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the following and of any other Acts relating to the Edgware, Highgate, and London Railway Company, namely, "The Edgware, Highgate, and London Railway Act, 1862," and "the Edgware, Highgate, and London Railway Act, 1864;" also of the 9 and 10 Vic., cap. 71, and of the several other Acts relating to the Great Northern Railway Company; also of the following and of any other Acts relating to the North London Railway Company, namely, 9 and 10 Vic., c. 396; 13 and 14 Vic., c. 36; 16 and 17 Vic., c. 97; 17 and 18 Vic., c. 80; 23 and 24 Vic., caps. 14, 52, and 67; 24 and 25 Vic., caps. 132 and 196; and 27 and 28 Vic., c. 246; and also of the 9 and 10 Vic., c. 204; and of the several other Acts relating to the London and North Western Railway Company, and of "The Watford and Edgware Junction Railway Act, 1864," and "The Watford and Rickmansworth Railway Acts, 1860 and 1863."

Duplicate plans and sections, describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 Middlesex, at his office at the Sessions House, Clerkenwell; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this Notice, will be deposited as follows, in the case of St. Mary, Hornsey, with the parish clerk of that parish, at his residence; in the case of St. Mary, Stoke Newington, with the clerk of the Hackney District Board of Works, at his office in the Town Hall, Church-street, Hackney; and in the case of St. Mary, Islington, with the clerk of the vestry of that parish, at his office in the Vestry Hall, Upper-street, Islington.

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, 1864.

*Edwards and Co.*, Westminster,  
Solicitors for the Bill.

#### Douglas and Dolphinton Railway.

(Incorporation of Company: Construction of Railway from near Douglas to Leadburn, Linton and Dolphinton Railway, at Dolphinton, with Branches to Lines of the Caledonian Railway: Powers to the North British and Glasgow and South-Western Railway Companies to raise and contribute money, and hold Shares: Powers to said Companies and proposed Company to make Working Agreements: 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, hereinafter called "The Company," to make and maintain the following railways, or some of them, with all proper works, stations, approaches and conveniences connected therewith, respectively, viz. :—

A railway, commencing at or near [a point 50 yards or thereabouts to the north-westward of the passenger booking office of the Caledonian Railway Company, at the Happendon Station of their Douglas Branch Railway, and terminating by a junction with the Leadburn, Linton, and Dolphinton Railway, at or near a point thereon, 330 yards or thereby to the north-eastward of the passenger booking office of the Leadburn, Linton, and Dolphinton Railway Company at their Dolphinton Station, and passing from, through, or into the parishes of Douglas, Lesmahagow, Carmichael, Covington, Covington and Thankerton united, Libberton, Libberton and Quothquhan united, Biggar, Walston, and Dolphinton, or some of them, in the county of Lanark, and Linton, in the county of Peebles.

A railway, designated Branch No. 1, commencing by a junction with the said proposed railway, at or near a point 90 yards or thereabouts to the south-eastward of Poniel Bridgend Cottage, and terminating by a junction with the said Douglas Branch of the Caledonian Railway, 70 yards or thereabouts to the eastward of the said passenger booking office at the said Happendon Station; which Branch No. 1, will be wholly situate in the parish of Douglas, in the county of Lanark.

A railway, designated Branch No. 2, commencing by a junction with the said first-mentioned proposed railway at or near a point 170 yards or thereabouts to the north-westward of the Farm-Steading of Mill-lands, and terminating by a junction with the Caledonian Railway at or near a point thereon, 110 yards or thereabouts to the north-westward of the passenger booking office at the Thankerton Station of the Caledonian Railway Company; which Branch No. 2, will be wholly situate in the parish of Covington, or of Covington and Thankerton united, in the county of Lanark.

And it is proposed by the intended Act, to enable the Company to deviate in the construction of the foresaid proposed railways from the lines and levels delineated on the plans and sections intended to be deposited as after-mentioned, to such an extent as will be defined on the said plans, or provided by the said Act, and also to cross, alter, stop up, and divert all such roads, streams, canals, railways, tramways, sewers, telegraphic apparatus, water and gas pipes, and other works, as it may be necessary or expedient to cross, alter, stop up, or divert for making, maintaining, or using the several proposed railways, or any of the works connected therewith, and to purchase compulsorily, lands, houses, and other property situate in the parishes before-mentioned, or some of them, required in and for the construction of the said proposed railways, or any of the works and conveniences connected therewith, and to purchase by agreement, or to lease or feu lands and buildings, and to vary and extinguish all existing rights and privileges in any manner connected with such lands, houses, and other property, and all such other rights and privileges as it may be necessary or expedient to vary or extinguish in carrying into execution any of the purposes of the said intended Act, and to confer other rights and privileges, and to enable the Company to levy tolls, rates, duties and charges, to alter existing tolls, rates, duties and charges, and to confer certain exemptions from payment of such tolls, rates, duties and charges.

And it is proposed by the intended Act, to empower the North British Railway Company and the Glasgow and South-Western Railway Company, by themselves, or others on their behalf, to subscribe and contribute money towards the expense of the construction, maintenance, and working of the said proposed railways and relative works, and to take, purchase, and hold shares in the Company, and, in respect of such contribu-

tions or shares, to appoint directors of the Company; as also to empower the North British Railway Company and the Glasgow and South-Western Railway Company respectively, to raise, by the issue of new shares, either ordinary, guaranteed or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes of the foresaid contributions; and to fund or issue debenture stock in lieu of the capital raised, or authorised to be raised, on mortgage or bond.

And it is proposed by the intended Act, to enable the Company to agree with the North British Railway Company and the Glasgow and South-Western Railway Company, or one of them, and also to enable the two last-mentioned Companies to agree between themselves, with respect to all or any of the following purposes, viz.:—The maintenance and management of the railways of the Company, or any part thereof, and of the works connected therewith, or any of them; the use and working of the railways of the Company, or any part thereof, or of the railways of the said other Companies, or any part thereof, and the conveyance of traffic on the railways of the Company, or the said other Companies; the fixing, collecting and apportionment of the tolls, rates, charges, receipts and revenues levied, taken, or arising in respect of said traffic; and to confirm any agreements which may have been, or may be entered into, with respect to the foresaid purposes, or any of them.

And it is proposed by the intended Act to alter, amend, extend and enlarge, or to repeal, all or some of the provisions of the local and personal Acts of Parliament following, that is to say:—Acts relating to the North British Railway Company and their undertaking, namely,—14 and 15 Vict., cap. 55, and the provisions unrepealed of the Acts referred to in the schedule of such Act; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65, 109 and 145; 22 and 23 Vict., caps. 14, 24, 83 and 96; 23 and 24 Vict., caps. 140, 145, 159 and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214 and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, 181 and 189; 26 and 27 Vict., caps. 194, 195, 213 and 226; 27 and 28 Vict., caps. 84 and 100: Acts relating to the Glasgow and South-Western Railway Company, viz.,—The Glasgow and South-Western Railway Consolidation Act, 1855, and the several Acts relating to that Company and their undertaking, passed respectively in the 19th and 20th, the 20th and 21st, the 21st and 22nd, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of Her present Majesty; and all other Acts, if any, relating to the North British Railway Company and the Glasgow and South-Western Railway Company respectively.

A plan and section in duplicate, describing the lines, situation and levels of the said proposed railways, and the lands, houses and other property which may be required to be taken under the compulsory powers of the Act, a book of reference to such plan, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses and other property, and a published map to a scale of not less than half an inch to a mile, with the lines of the said proposed railways delineated thereon, will be deposited for public inspection in the offices, at Glasgow and Lanark, of the principal sheriff-clerk of the county of Lanark; and in the office, at Peebles, of the principal sheriff-clerk of the county of Peebles; and a copy of so much of the said plan, section, and book of reference as relates to any parish, will be deposited with the school-

master, or, if there be no schoolmaster, then with the session-clerk of such parish, at the usual place of abode of such schoolmaster or session-clerk; and all such deposits will be made on or before the 30th day of November, 1864, and will be accompanied by a copy of this notice.

Copies of the Bill for effecting the said objects will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1864.

Dated this 10th day of November, 1864.

*Morrison and Anderson*, 40, St. Vincent-place, Glasgow, Solicitors.

#### In Parliament—Session 1865.

London, Harrow, and Rickmansworth Railway. (Incorporation of Company for making Railways from London and North-Western and Great Western Railways through Harrow to Rickmansworth; Powers to London and North-Western and Great Western Railway Companies.)

**N**OTICE is hereby given, that it is intended to apply to Parliament in the next session thereof, for leave to bring in a Bill for the following or some of the following, among other purposes:—

To incorporate a Company (herein referred to as "the Company"), and to enable them to make and maintain the following railways, or some of them, with all needful works, stations, approaches, and conveniences connected therewith (that is to say):

A railway, hereinafter called Railway No. 1, commencing by a junction with the London and North-Western Railway, at or near where that railway crosses the Brent, in the parish of Harrow-on-the-Hill, and county of Middlesex, passing thence through or into the following parishes and places, or some of them (that is to say): Ruislip, Pinner, Harrow-on-the-Hill, Northolt, Greenford, Perivale, Ealing, Hanwell (detached), Twyford, Willesden, and Acton, in the county of Middlesex, and Rickmansworth, in the county of Herts, and terminating in the said last-mentioned parish by a double junction, one of such junctions to be with the authorised Watford and Rickmansworth Railway, at or near the authorised termination of that railway, at or near the turnpike road leading from Rickmansworth to Harrow, and the other of such junctions to be with the authorised line No. 1 of the Rickmansworth, Amersham, and Chesham Railway, in the parish of Rickmansworth, at or near the proposed crossing of the River Colne by the said Rickmansworth, Amersham, and Chesham Railway, and which said river is numbered 40 upon the deposited plans of that railway.

A railway, hereinafter called Railway No. 2, commencing by a junction with the Great Western Railway, in the parish of Hammersmith, in the county of Middlesex, 24 chains from the bridge which carries the West London Railway over the main line of the Great Western Railway, measured in a westerly direction along the said Great Western Railway, passing thence through or into the following parishes and places, or some of them (that is to say): Hammersmith, Acton, Willesden, Twyford, Hanwell (detached), Ealing, Perivale, Greenford, Northolt, and Harrow-on-the-Hill, in the county of Middlesex, and terminating in the parish of Perivale, in the county of Middlesex, by a junction with Railway No. 1, at or near the road leading from Greenford-green to Perivale, about 6 chains southward of the bridge which carries the said road over the Paddington Canal, measured along the said road.

And it is also proposed by the said Bill to apply for the following, or some of the following, among other powers:

To enable the Company to cross, divert, alter,

or stop up, whether temporarily or permanently, roads, tramways, drains, sewers, navigations, rivers, streams, and watercourses, so far as may be necessary in constructing or maintaining the said intended railways and works; to purchase lands, houses, and other property compulsorily for the purposes of the said intended railways and works; to levy tolls, rates, and charges in respect thereof, and to exercise other rights and privileges.

To authorise the London and North-Western and Great Western Railway Companies, or either of those Companies, to contribute towards the cost of constructing the intended railways and works out of their respective corporate funds, and if necessary out of capital to be raised by them respectively under the powers of the Bill by shares or stock and by loan, and with or without any priority of dividend or interest, and other advantage over their respective existing and authorised capitals, and to enable the said respective Companies to hold shares in the capital of the Company, and to guarantee the payment of interest or dividend upon the said capital, or any part thereof, and to appoint directors of the Company.

To enable the Company on the one hand and the said London and North-Western and Great Western Railway Companies, or either of them on the other hand, from time to time to enter into agreements with respect to the working, use, management, and maintenance of the said intended railways and works, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of traffic of the intended railways, the payments to be made, and the conditions to be performed with respect to such working, use, management and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and to authorise the appointment of joint committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which previously to the passing of the Bill may be made, touching any of the matters aforesaid.

The Bill will vary and extinguish all existing rights and privileges which would interfere with its objects, and it will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and it will amend and enlarge the powers and provisions of the 9th and 10th Vic., cap. 104, and the several other Acts relating to the London and North-Western Railway Company, and also the following and of any other Acts relating to the Great Western Railway Company, namely, 5th and 6th Wm. 4th, cap. 107, and the 26th and 27th Vic., caps. 113 and 198.

Duplicate plans and sections describing the lines, situation, and levels of the proposed works, and the lands, houses, and other property in or through which they 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, 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 Middlesex, at his office at the Session-house, Clerkenwell-green, and with the Clerk of the Peace for the county of

Herts, at his office at Saint Albans; 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 parish in or through which the intended works will be made, or in which any lands, houses, or other property are intended to be taken, and a copy of this 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 clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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, 1864.

*Edwards and Co.*, Westminster;

*Newbon, Evans, and Co.*, Nicholas-lane, City, E.C.;

Solicitors for the Bill.

Chipping Norton, Banbury, and East and West Junction Railway.

(Incorporation of Company; Powers to Great Western and East and West Junction Railway Companies; 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, and to confer upon such Company powers to make the following railways, with all necessary works, stations, approaches, and conveniences connected therewith (that is to say):—

1.—A railway, commencing in the parish of Canon's Ashby, in the county of Northampton, by a junction with the authorised line of the East and West Junction Railway, in a field numbered 23, in the said parish, on the deposited plans of that railway, referred to in "The East and West Junction Railway Act, 1864," and terminating in the hamlet of Grimsbury, in the parish of Warkworth, in the said county of Northampton, by a junction with the Great Western Railway, at or near the mile-post thereon, denoting 87 miles from London.

2.—A railway, commencing in the parish of Warkworth, in the county of Northampton, by a junction with the Great Western Railway, about 10 chains southward of the passenger booking-office of the Banbury station of that railway, and terminating in the parish of Chipping Norton, in the county of Oxford, by a junction with the Chipping Norton branch of the Great Western Railway, at a point 40 chains or thereabouts westward of the Chipping Norton station of that railway.

3.—A railway, commencing in the hamlet of Grimsbury, in the parish of Warkworth, in the county of Northampton, by a junction with the hereinbefore described intended Railway No. 1, in or near a field now or lately belonging to the representatives of John Horsman, and now or lately in the occupation of Eleanor Wakelin, abutting on and to the eastward of the Great Western Railway, near to the mile-post thereon, denoting 87 miles from London, and also abutting on the boundary between the counties of Northampton and Oxford, and terminating in the said parish of Warkworth, by a junction with the hereinbefore described Railway No. 2, and about 25 chains southward of the passenger booking-office of the said Banbury station, which said railways will pass from, through, or into the several parishes, townships, extra-parochial or other places following, or some of them (that is to say):—Canon's Ashby, Moreton Pinckney, Culworth, Thorpe Mandeville, Chalcombe, Middleton Cheney, Grimsbury, and Warkworth, in the said county of Northampton; Wardington, Hanwell,

Neithrop, Hardwick, Banbury, Bodicot, Bloxham, Milcomb, Tedmorton, Broughton, Swalecliffe, Sibford, Hook Norton, Great Rollwright, Little Rollwright, Over Norton, Salford, and Chipping Norton, in the county of Oxford; and Long Compton, Whichford, Brailes, and Cherrington, in the county of Warwick.

For the purposes of the said railways and works it is intended by the Bill to apply for power to cross, divert, alter, or stop up, whether temporarily or permanently, roads, tramways, drains, rivers, and canals, to purchase lands, houses, and other property compulsorily, to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

The Bill will enable the proposed Company on the one hand, and the Great Western and East and West Junction Railway Companies, or either of them, on the other hand, from time to time to enter into and fulfil agreements for and in respect of the construction, working, management, maintenance, and use of the proposed railways, the supply of the rolling stock and machinery, and of officers and servants for the conduct of the traffic, the payments to be made and the division and appropriation of the revenue arising from such traffic, and the appointment of joint committees for carrying into effect any such agreements.

And provision will also be made in the said Bill requiring and authorising the Great Western and East and West Junction Railway Companies respectively to grant all proper and reasonable facilities for the transmission upon and along their railway, or any part thereof, of all traffic which having passed over or being destined for the said intended railways, or any part thereof, may be tendered to them for transmission along their own railway, or any part thereof, for the purpose of being conveyed on and along the said intended railways, or any part thereof, 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.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Acts 1845 and 1863," "The Lands Clauses Consolidation Acts 1845 and 1860," and "The Railways Clauses Consolidation Acts 1845 and 1863," and it will amend and enlarge the powers and provisions of the East and West Junction Railway Act 1864, and the 5th and 6th William the 4th, cap. 107, and the 26th and 27th Victoria, caps. 113 and 198, and of any other Acts relating to the said Great Western Railway Company, and the Bill will alter and extinguish all existing rights and privileges which will interfere with any of its objects.

To empower the Company, and other Companies and persons working or using the said intended railways, either by agreement or otherwise, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, so much of the railways, stations, offices, water engines, and works, and conveniences of every description of the Great Western Railway Company as is situate between the hereinbefore described termination of Railway No. 1, and the commencement of Railway No. 2, and between the termination of Railway No. 2 and the said Chipping Norton Station, upon such terms and conditions as may be defined in the said Bill, or as may be settled (in default of agreement) by arbitration, or by the Board of Trade, and further to require the said Company to afford all requisite facilities for the aforesaid purposes.

Duplicate plans and sections, describing the true situation and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans, containing the names of the owners or lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property; also a published map, with the lines of railways delineated thereon, so as to show their general course and direction; 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 Northampton, at his office, at Northampton, in the said county; and with the Clerk of the Peace for the county of Oxford, at his office, at Oxford, in the said county; and with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-on-Avon, in the said county; 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 parish in or through which the said railways and works will be made, or in which any lands or other property to be taken are situate, and a copy of this notice will be deposited with the parish clerk of each such parish, at his residence; and in case of any extra-parochial place, the said document will be deposited with the clerk of some parish immediately adjoining such extra-parochial place, at his place of abode.

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 8th day of November, 1864.

*George Pell*, Northampton, Solicitor for the Bill.

*Manning and Walker*, 20, Great George-street, Westminster, Parliamentary Agents.

#### Lancashire and Yorkshire Railway.

(Additional Powers; Branch Railways and Works, and Additional Lands in the West Riding of the County of York and the County of Lancaster; Provisions in reference to Joint Ownership of Portion of Lancashire Union Railways; Additional Capital; Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, by the Lancashire and Yorkshire Railway Company (hereinafter called "The Company"), for an Act for the following purposes, or some of them, that is to say:—

To empower the Company to make and maintain the railways following, or one of them, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:—

First. A railway commencing in the township of Norland, in the parish of Halifax, in the West Riding of the county of York, by a junction with the main line of the Lancashire and Yorkshire Railway, at or near to the east end of the Sowerby-bridge goods station of that railway, and terminating in the township of Soyland, in the same parish, at or near a place called Lower Brig Royd, in Ripponden, which intended railway and works will pass from, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—Halifax, Norland, Sowerby, Sowerby Bridge, Barkisland, Soyland, and Ripponden, all in the West Riding of the county of York.

Secondly. A railway commencing in the township of Greetland, otherwise Elland-cum-Greetland, in the said parish of Halifax, by a junction



with the main line of the Lancashire and Yorkshire Railway, at or near the east end of the North Dean passenger station of that railway, and terminating in the township of Old Lindley, in the said parish of Halifax, at or near to Brookroyd Mills, Stainland, which last-mentioned intended railway and works will pass from, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say:—Halifax, Greetland, otherwise Elland-cum-Greetland, Brow Bridge, West Vale, Elland, Holywell Green, Stainland, and Old Lindley, all in the West Riding of the county of York.

To empower the Company to construct and maintain a bridge and approaches thereto, situate wholly in the township of Habergham Eaves, in the parish of Whalley, in the county of Lancaster, for carrying the public road leading from Woodtop to Gannow, under the railway of the Company, at a place called Tunnel End, near Burnley, at the point where the same railway is now crossed by the said road on the level, and the said bridge and approaches to extend respectively from the centre of the said railway for a distance of about sixty yards along the said road in a northerly direction, and about one hundred yards along the said road in a southerly direction; and it is intended by the said Act to stop up and wholly discontinue the said level crossing.

To authorize the Company in the execution of the powers of the said Act to deviate from the lines and levels of the said railways, bridge, and works, as shown upon the plans and sections hereinafter referred to, within the limits usually authorized by Parliament, or to be prescribed by the said Act.

To empower the Company to purchase, by compulsion or agreement, lands and houses for the purposes of the intended railways, bridge, and works so proposed to be constructed as aforesaid, and also the lands and houses following, that is to say:—

Certain lands, houses, and property, situate between Chandos-street and Bedford-street, in the borough, township, and parish of Bradford, and West Riding of the county of York, at the north end of the engine shed of the Lancashire and Yorkshire Railway Company at Bradford aforesaid, including the portion of Chandos-street lying between the main line of the Lancashire and Yorkshire Railway and Britannia-street, in the borough, township, and parish of Bradford aforesaid, and the intended Act will stop up, discontinue, and extinguish all rights of way over, and to appropriate to the use of the said Company the portion of Chandos-street in Bradford, hereinbefore mentioned.

Certain lands, houses, and property, situate at Ravenswharf, in the township and parish of Mirfield, and in the township and parish of Dewsbury, all in the West Riding of the county of York, situate on the north side of the river Calder, at Ravenswharf aforesaid, and abutting on the authorized line of the Heckmondwike branch of the Lancashire and Yorkshire Railway, now staked out for construction.

Certain lands, houses, and property situate at Nova Scotia, in the township of Blackburn, and parish of Blackburn, in the county of Lancaster, situate to the north-east of the Bank Foundry there, occupied by Messrs. Harrison, and which lands adjoin other lands belonging to the Company, abutting

on their station in Darwen-street, in the borough of Blackburn.

Certain lands and property situate at Rochdale, in the township of Castleton, in the parish of Rochdale, in the said county of Lancaster, and abutting upon the goods station of the Company, in the borough of Rochdale.

Certain lands, houses, and property situate at Broadley, in Spotland, in the township of Spotland, in the parish of Rochdale, in the said county of Lancaster, near to Broadley Mills there, and being on both sides of and adjoining the river Spodden, and the authorized line of the Shawforth branch of the Lancashire and Yorkshire Railway, now staked out for construction, together with and including a portion of the bed of the said river Spodden.

Certain lands, houses, and property situate in the township of Salford, in the parish of Manchester, in the county of Lancaster, and adjoining other land of the Company, and lying between the same land and Gore-street, and New Market-street, in the borough of Salford.

To vary and extinguish all existing rights and privileges connected with any lands and houses proposed to be purchased or acquired 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 authorize 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 authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike and other roads, highways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places which it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

The vesting in the Company, jointly with the Lancashire Union Railways Company, of the powers granted by "The Lancashire Union Railways Act, 1864," for the construction, maintenance, and management of so much of the railways by that Act authorized as is situate between their junction with the North Union Railway, near Standish, and their junction with that railway, near Adlington, and the works connected therewith, and to enable the Company to become joint owners with the Lancashire Union Railways Company on equal terms of the said portion of railway and works, and to execute jointly with the last-named Company the said powers, including the levying and receiving of tolls, rates, and charges in respect of the said portion of railway and works, and if need be to vary the rates, tolls, and charges authorized by the said Act to be demanded and taken in respect thereof, and also to enable the Company and the Lancashire Union Railways Company from time to time to enter into and carry into effect contracts, agreements, and arrangements, with respect to the working, management, maintenance, and use of the said portion of railway, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic, the payments to be made, and the conditions to be performed with respect to such working, management, maintenance, and use, the receipt, interchange, accommodation, conveyance, forwarding and delivery of traffic coming from or destined for the said portion of railway, in con-

nection with the respective undertakings of the contracting Companies, and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid; and the intended Act will also, if thought desirable, contain provisions authorizing the appointment of joint committees, or boards of directors, for carrying into effect the objects aforesaid, or any of them.

To authorize 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 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 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 Company or their undertaking, that is to say: local and personal Acts: 1 and 2 William IV., cap. 60; 2 William IV., cap. 69; 5 William IV., cap. 30; 6 and 7 William IV., cap. 3; 7 William IV., cap. 24; 1 Vic., cap. 25; 2 and 3 Vic., cap. 55; 4 Vic., cap. 25; 7 Vic., caps. 16 and 34; 7 and 8 Vic., caps. 60 and 82; 8 and 9 Vic., caps. 35, 39, 44, 54, 101, 103, 109, 166, 171, and 172; 9 and 10 Vic., caps. 185, 212, 231, 265, 266, 271, 276, 277, 282, 302, 306, 310, 312, 354, 378, 381, and 390; 10 and 11 Vic., caps. 103, 105, 163, 164, 166, 221, 240, 288, and 289; 11 and 12 Vic., caps. 71 and 115; 12 and 13 Vic., caps. 50, 71, and 74; 13 and 14 Vic., caps. 83, 95, and 99; 14 and 15 Vic., caps. 46, 56, and 89; 15 Vic., cap. 96; 15 and 16 Vic., cap. 132; 16 and 17 Vic., caps. 163 and 211; 17 Vic., caps. 58 and 59; 17 and 18 Vic., cap. 117; 21 and 22 Vic., caps. 106 and 143; 22 and 23 Vic., caps. 110 and 129; 24 and 25 Vic., caps. 34, 36, 37, 50, and 101; 25 and 26 Vic., cap. 97; 26 and 27 Vic., cap. 5; and 27 and 28 Vic., caps. 32, 55, and 270; and "The Lancashire Union Railways Act, 1864."

And notice is hereby also given, that on or before the 30th day of November, in the present year, a published map and plans, and sections describing the lines and levels of the proposed works, and the lands and property intended to be acquired for the purposes of the said Act, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited as follows, that is to say:—as regards the railways, works, lands, and property in the West Riding of the county of York, with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, and as regards the works, lands, and property in the county of Lancaster, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and that copies of so much of the said plans, sections, and book 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 and property are situate, together with a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, be deposited as follows, in the cases 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 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 fourteenth day of November, 1864.

*T. A. and J. Grundy and Co., Manchester,*  
Solicitors for the Bill.

Lancashire and Yorkshire Railway Company, and Lancashire Union Railways Company.

(Providing for Joint Ownership of Railways near Blackburn, Chorley, and Wigan.—Agreements between the Companies.—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 leave to introduce a Bill to vest in the Lancashire Union Railways Company, jointly with the Lancashire and Yorkshire Railway Company, the powers granted by "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864," for the construction, maintenance, management, and use of the railway first described in and authorized by that Act, and the works connected therewith, and to vest in the Lancashire and Yorkshire Railway Company, jointly with the Lancashire Union Railways Company, the powers granted by "The Lancashire Union Railways Act, 1864," for the construction, maintenance, management, and use of so much and such portion of the railways by that Act authorized as will be situate between the junction thereof with the North Union Railway near Standish, and the junction thereof with the same railway near Adlington, together with the works connected therewith, and to enable the Lancashire and Yorkshire Railway Company and the Lancashire Union Railways Company to become joint owners on equal terms of the said railway and portion of railways and works respectively, and the lands and other property taken and used for the purposes thereof respectively, and to execute jointly the powers of the said Acts in reference thereto, including the levying and receiving jointly or severally of tolls, rates, and charges in respect of the said railway and portion of railways and works respectively, and if need be to vary the tolls, rates, and charges authorized by the said Acts in respect of the said railway and portion of railways and works respectively, and to levy other tolls, rates, and charges in lieu thereof. The Bill will also enable the two Companies from time to time to enter into and carry into effect contracts, agreements, and arrangements with respect to the acquisition of the necessary lands and property and the apportionment of the necessary expenses, and the working, management, maintenance, and use of the said railway, and portion of railways and works respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic thereon, and the management and regulation of such traffic, the payments to be made and the conditions to be performed with respect to such working, management, maintenance and use, the receipt, interchange, accommodation, conveyance, forwarding, and delivery of traffic coming from or destined for the said railway and portion of railways respectively, and the fixing, collection, division, and appropriation of the tolls, rates, charges, and income arising from the traffic aforesaid, or the Bill will itself provide for all or any of the matters aforesaid.

The Bill will also contain provisions authorizing the appointment of joint committees or boards of directors for carrying into effect the objects aforesaid, or any of them.

And it is also proposed by the Bill to authorize the two Companies respectively to apply to the purposes thereof or any of them any of their exist-

ing funds and any moneys which they have power to raise under the said Acts of the last session of Parliament, and also to enable the two Companies respectively to raise a further sum of money for all or any of the purposes of the Bill, by the creation of new shares in their respective undertakings, with or without a preferential dividend or other special advantage over the existing capital of the said Companies, and by borrowing, or by any of such means.

The Bill will repeal, alter, amend, or enlarge, so far as may be necessary for the purposes aforesaid, some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them (that is to say):—"The Lancashire Union Railways Act, 1864," "The Lancashire and Yorkshire and East Lancashire Railways Amalgamation Act, 1859," "The Lancashire and Yorkshire Railway (Blackburn, Chorley, Horwich, and Wigan Lines) Act, 1864," and all other Acts relating to or affecting the Lancashire and Yorkshire Railway Company.

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 this 12th day of November, 1864.

*T. A. and J. Grundy and Co.* } Solicitors  
Manchester. } for the Bill.  
*Thomas Part* } Wigan  
*Mayhew and Son* }

#### North-Eastern Railway. (Leeds Extension).

(Powers to construct Railway through and Station in Leeds—To use Midland Railway and Station at Leeds, and agree with Midland Railway Company for such Use—Powers to that Company—Additional 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 to enable the North-Eastern Railway Company, hereinafter called "The Company," to make and maintain the railway following, with all proper stations, works, conveniences, and approaches connected therewith, that is say:—

A railway commencing in the township and parish of Leeds, in the West Riding of the county of York, by a junction with the southernmost rails of the Leeds and Selby Line of the North Eastern Railway, near the Marsh-lane Station thereon, and at or near the point where the bridge carrying the Foot-road from Richmond-road to Cleveland-street crosses those rails, and thence passing from, through into, and in the townships of Leeds and Holbeck, and parish of Leeds aforesaid, and terminating in the said township of Holbeck and parish of Leeds by a junction with the Midland Railway, at a point thereon distant about 110 yards south-west of the centre of the bridge carrying that railway across the Leeds and Liverpool Canal, in that township, with a station in connection with the said proposed railway, on the south-east side of and adjoining or near to the Wellington Station of the Midland Railway Company, in Leeds, and south of, and abutting upon, the street called Mill-hill, in the township and parish of Leeds.

And in such Act powers will be sought to form junctions, and otherwise interfere with the Midland Railway, and the land and works thereof, and to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, courts, passages, rivers, streams, canals, navigations, railways, viaducts, tramroads, bridges, and other works within the said parish, as it may be necessary to

pass across, or over, or under, or to divert, alter, or stop up for the purposes of the Act, or any of them, and to appropriate the sites thereof respectively to the use of the Company and purposes of their undertaking, and to purchase, by compulsion or otherwise, all or any of the lands and houses situate in the said parish and townships delineated on the plans to be deposited as hereinafter mentioned, and any other lands which may be required for the purposes of the said intended railway; station, and works, or for extraordinary purposes connected therewith; and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands and houses, or which would in any manner impede or interfere with those purposes respectively or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions; and also powers to levy tolls, rates, and duties for or in respect of the use of the said proposed railway and works, and to alter existing tolls, rates, and duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed tolls, rates, and duties as may be thought expedient.

And it is also proposed by the said Act to authorise and enable the Company, and any other Company or persons lawfully using their railways or any part thereof, to run, pass, and carry, with, and by their own or any other engines and carriages, upon and over those portions of the Midland Railway, or of any railway now belonging to the Midland Railway Company, which will intervene between the junction therewith of the proposed railway and the respective junctions therewith of the Leeds Northern Railway of the Company, and of the London and North-Western Railway, near and to the west and east of the Holbeck Station in Leeds, and also such portions of the Midland Railway as may be necessary, in order to get access to and from those several junctions respectively from and to the said Wellington Station, and to use the said Wellington Station, and the station-yards, booking offices, warehouses, watering places, water, sidings, junctions, platforms, conveniences, and accommodations of, or belonging to, or used, or connected therewith, and with the said portions of railway, for the carriage of passengers, animals, goods, and other traffic, and otherwise as may be provided by the said Act, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms and conditions as may be agreed upon between the Company and the Midland Railway Company, or as, in case of disagreement, shall be settled by compulsory arbitration on the application of the Company or otherwise, or as may be fixed and determined in and by the said Act, and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, animals, and other traffic from, and to, and over the portions of railway and station and other property so as to be run over and used as aforesaid, to and from the railways of the Company, and of the London and North-Western Railway Company, and the said proposed railway, or any of them; and to enable the Company, and any other Company or persons aforesaid to charge and take tolls, rates, and duties in respect of the conveyance of such passengers, goods, animals, and other traffic, and to confer exemptions from such tolls, rates, and duties, and to confer vary, and extinguish other rights, privileges, and exemptions.

And to enable the Company and the Midland Railway Company to enter into and make agreements and arrangements as to interchange and transmission of traffic between and by their respective railways, and also with respect to the use of the whole or any part of their respective under-

takings, and the working, management, maintenance, and use of the said intended railway and station, or any parts thereof respectively, and particularly as to the use by the Company of the portions of the Midland Railway and Station so to be run over and used as aforesaid, or any parts thereof respectively, and the station-yards, sidings, booking, and other offices, works, buildings, watering-places, water, conveniences, and accommodations of, or belonging to, or connected therewith respectively, and also with respect to the use by the Midland Railway Company of the said intended railway and station and of the railways of the Company, or any of them, and the 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 Midland Railway Company, and to confirm any agreement made, or to be made, as to any of the matters aforesaid.

And it is also proposed by such intended Act to authorise the Company to apply any monies which they have raised or are authorised to raise under their other Acts of Parliament, and to raise by the creation of new shares or stock, and by borrowing further sums 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 or class 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 confer further powers upon the Company for or with reference to the sale of their superfluous lands, and to extend the periods limited by their several Acts, or some of them, for that purpose.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed railway, station, 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 line 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 West Riding of the county of York, at his office at Wakefield, in the said West Riding; and that on or before the said 30th day of November instant a copy of the said plans, sections, and book of reference, and also a copy of this notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Leeds, at his place of abode.

And it is also proposed by the said intended Act to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—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; 22 and 23 Vic., caps. 10, 91, and 100; 24 and 25 Vic., caps. 135 and 141; 25 and 26 Vic., caps. 85, 120, 145, 146, and 154; 26 and 27 Vic., caps. 122, 221, and 238; 27 Vic., cap. 20; and 27 and 28 Vic., caps. 49, 55, and 67, and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to the Company, or to any railway now belonging to, or held or used by them; 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic.,

Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 182, and 183; and 27 and 28 Vic., caps. 164, 230, 231, and 245, and any other Acts relating to the Midland Railway Company; 16 and 17 Vic., cap. 45; and 26 and 27 Vic., cap. 15, relating to the Leeds Gas Light Company; 25 and 26 Vic., cap. 28, and the several Acts therein recited relating to the Leeds New Gas Company; 10 and 11 Vic., cap. 262; 15 and 16 Vic., cap. 102; 19 and 20 Vic., cap. 80; and 25 and 26 Vic., cap. 52, relating to the Leeds Waterworks Company; 28 Geo. II., cap. 41; 43 Geo. III., cap. 12; 49 Geo. III., cap. 122; 55 Geo. III., cap. 42; 5 Geo. IV., cap. 124; 2 and 3 Vic., cap. 17; 5 and 6 Vic., cap. 103 (Session 1) and cap. 104; 11 and 12 Vic., cap. 102; 19 and 20 Vic., cap. 115; and 23 and 24 Vic., cap. 132, relating to the town and borough of Leeds; and the 27 and 28 Vic., cap. 288.

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, 1864.

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

Leeds, North Yorkshire, and Durham Railway.  
(Incorporation of Company; Construction of Railways between Leeds and Hartlepool, Scarborough, Stockton, and other places, in the West and North Ridings of the County of York and the County of Durham; Arrangements with other 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 for the following, or some of the following, among other purposes:—

To incorporate a Company herein referred to as "The Company," and to enable them to make and maintain the railways hereinafter mentioned, or some or one of them, with all needful works, stations, approaches, and conveniences connected therewith respectively, that is to say:—

1. A railway herein referred to as Railway No. 1, to commence in the township and parish of Leeds, in the West Riding of the county of York, on the south side of Aire-street, at or near the western corner of a certain building now or formerly known as Monk Pit Mills, and to terminate by a junction with the railway of the West Hartlepool Harbour and Railway Company, near to and to the south-west of the level crossing of that railway by the road leading from Billingham to Cowpon Bewley, in the township of Cowpon Bewley and parish of Billingham, in the county of Durham.

2. A railway herein referred to as Railway No. 2, to commence by a junction with Railway No. 1, in the township of Sproxtun and parish of Helmsley, in the North Riding of the county of York, in a certain field belonging to Lord Feversham, and occupied by William Coulson, and 530 yards or thereabouts in a south-easterly direction from the house called Throstle Nest, and to terminate in the township and parish of Scarborough, in the said North Riding, in or near to a certain house, garden, and premises called the Pavilion, abutting upon the south side of the public street or highway leading from Scarborough to Falsgrave.

3. A railway herein referred to as Railway No. 3, to commence by a junction with Railway No. 2, in the township and parish of Kirkby Moorside, in the North Riding of the county of York, about 290 yards south of the point where Swine-street-lane joins Kirkby Mill-lane, in the said township and parish of Kirkby Moorside, and to terminate in the township of Farndale East, in the parish of Lastingham, in the said North Riding, on the east side of a road or lane called Pry Ings-lane, about 370 yards north-east of a place called Spout House.

4. A railway herein referred to as Railway No. 4, to commence by a junction with Railway No. 1, in the township of Wortley, and parish of Leeds aforesaid, near to the lock on the Leeds and Liverpool Canal, called Spring-gardens Lock, and to terminate by a junction with the Leeds, Dewsbury, and Huddersfield section of the London and North-Western Railway, near the point where that railway crosses the highway called Wortley-lane, at Copley-hill, and near to the engine sheds of the London and North-Western Railway in the said township of Wortley, and parish of Leeds.

5. A railway herein referred to as Railway No. 5, to commence by a junction with Railway No. 4, in the township of Wortley, in the parish of Leeds aforesaid, at a point 70 yards or thereabouts to the south of the bridge carrying the Midland Railway over the Leeds and Birstal turnpike road, commonly called Gelderd-road, and to terminate by a junction with the Leeds, Bradford, and Halifax Junction Railway, at or near the point where that railway crosses the same road, in the said township of Wortley and parish of Leeds.

6. A railway herein referred to as Railway No. 6, to commence by a junction with Railway No. 1, in the township of Burley, otherwise Headingley-cum-Burley, in the parish of Leeds aforesaid, near to certain iron works, known as the Perseverance Iron Works, belonging to Messrs: Whitham, and to terminate by a junction with the Midland Railway, in the township of Armley, in the parish of Leeds, near to the Armley station of that railway.

7. A railway herein referred to as Railway No. 7, to commence by a junction with Railway No. 6, near to Castleton Lodge, in the township of Armley, and parish of Leeds aforesaid, and to terminate by a junction with the Midland Railway, in the said township of Armley and parish of Leeds, at a point 200 yards or thereabouts west of the bridge carrying the Wortley, Armley, and Bramley turnpike road over that railway, in the township of Wortley and parish of Leeds aforesaid.

8. A railway herein referred to as Railway No. 8, to commence by a junction with Railway No. 1, in the township of Burley, otherwise Headingley-cum-Burley, in the parish of Leeds aforesaid, at a point 300 yards or thereabouts north-west of a house known as Hill Top, in the occupation of Thomas Wadsworth, and to terminate by a junction with the North-Eastern Railway, near the point where that railway crosses the Leeds and Burley highway; otherwise the Burley-road, in the township of Burley, otherwise Headingley-cum-Burley, and parish of Leeds aforesaid.

9. A railway herein referred to as Railway No. 9, to commence by a junction with Railway No. 1, in the township of Wetherby, in the parish of Spofforth, in the West Riding of the county of York, at a point in Barley Field Lane 250 yards or thereabouts north-west of St. James's Church, in the town of Wetherby, and to terminate by a junction with the North-Eastern Railway near to and on the west side of the Wetherby station of that railway, in the said township of Wetherby and parish of Spofforth.

10. A railway herein referred to as Railway No. 10, to commence by a junction with Railway No. 1, in the township and parish of Kirk Hammerton,

in the said West Riding, at a point 120 yards or thereabouts south-west of Westfield-lane and Hammerton Beck, and 500 yards or thereabouts in a north-westerly direction from West Field Cottage, and in a field the property of Edwin Charles Clark, and occupied by William Ripley, and to terminate by a junction with the North-Eastern Railway at a point 1,150 yards or thereabouts east of the Cattel Passenger Station House of that railway, in the said township and parish of Kirk Hammerton.

11. A railway herein referred to as Railway No. 11, to commence by a junction with Railway No. 1, in the township of Tollerton and parish of Alne, in the North Riding of the county of York, in a field the property of John Harrison, and occupied by Richard Battye, being 600 yards or thereabouts in a westerly direction from the point where a certain drain called Sidings Drain passes under the North-Eastern Railway, and to terminate by a junction with the North-Eastern Railway at a point 726 yards or thereabouts south-east of the bridge which carries that railway over Shires-lane, near to the Alne station of that railway, in the township of Alne and parish of Alne, in the said North Riding.

12. A railway herein referred to as Railway No. 12, to commence by a junction with Railway No. 1, in a field the property of Eliza Strangways, and occupied by Henry Weddell, in the said township and parish of Alne, 600 yards or thereabouts north-east of the point where the North-Eastern Railway crosses a certain occupation road, called Sandy-lane, and to terminate by a junction with the North-Eastern Railway, at a point 836 yards, or thereabouts, north-west of the Tollerton passenger station of that railway, in the township of Tollerton and parish of Alne aforesaid.

13. A railway herein referred to as Railway No. 13, to commence by a junction with Railway No. 1, in the township of Kirkby, and parish of Kirkby, in the North Riding of the county of York, in a certain grass field the property of Richard Mackell Jaques, and in the occupation of William Tebb, at a point 330 yards, or thereabouts, east of Bensebridge farm house, and to terminate by a junction with the North-Eastern Railway in the said township and parish of Kirkby, at a point 500 yards, or thereabouts, west of the Stokesley passenger station of that railway.

14. A railway herein referred to as Railway No. 14, to commence by a junction with Railway No. 1, in the township of Thornaby, in the North Riding of the county of York, in a certain field belonging to the trustees of the late George Brown, and occupied by Francis White Wilson, 300 yards, or thereabouts, west of a certain house called Thornaby Grange, and to terminate at the high water line in the River Tees, 440 yards, or thereabouts, west of the point where the boundary between the North Riding of the county of York and the county of Durham, running down mid-stream of the old course of the River Tees, intersects such high water line at a place called the Old Cut in the navigable River Tees, in the said township of Thornaby.

15. A railway herein referred to as Railway No. 15, to commence by a junction with Railway No. 14, in the district of South Stockton, in the township of Thornaby, in the North Riding of the county of York, in a field belonging to Isaac Wilson and Joseph Whitwell Pease, as trustees of the Stockton and Darlington Railway, and in the occupation of Thomas Snowdon, at a point 150 yards, or thereabouts, south of a certain house, called Bon Lea, and to terminate by a junction with the railway of the Stockton and Darlington Railway Company at or near the South Stockton station of that Company, in the same district of South Stockton and township of Thornaby.



16. A railway herein referred to as Railway No. 16, to commence by a junction with Railway No. 14, in the said district of South Stockton and township of Thornaby, in the said field belonging to Isaac Wilson and Joseph Whitwell Pease, as such trustees as aforesaid of the Stockton and Darlington Railway, and in the occupation of Thomas Snowden, at a point 80 yards, or thereabouts, east of the place called Bon Lea, and to terminate by a junction with the Middlesborough Branch of the Stockton and Darlington Railway, in the township and parish of Stockton-upon-Tees, in the county of Durham, 300 yards, or thereabouts, west of the bridge for carrying the before-mentioned railway over the old course of the River Tees.

17. A railway herein referred to as Railway No. 17, to commence by a junction with Railway No. 1, in the township and parish of Stockton-upon-Tees, in the county of Durham, in a field belonging to John Shields Peacock, William Robinson Bell, and Charles Wilson Dobing, and occupied by Samuel Fenny, 600 yards, or thereabouts, north of the Stockton Station of the North-Eastern Railway, and to terminate in the township and parish of Norton, in the said county of Durham, by a junction with the Stockton Branch of the West Hartlepool Harbour and Railway Company, at a point 400 yards, or thereabouts, north-west of the engine works of that company.

18. A railway herein referred to as Railway No. 18, to commence by a junction with Railway No. 1, in the township of Billingham and parish of Norton, in the said county of Durham, in a field belonging to the Dean and Chapter of Durham, and occupied by Edward Maxwell, bounded on the south by a road leading from Billingham to Belasis Farm, and on the west by a road leading from Billingham to Cowpon Bewley, and to terminate in the same township and parish by a junction with the Port Clarence Branch Railway, belonging to the West Hartlepool Harbour and Railway Company, 583 yards, or thereabouts, in an easterly direction from the point where the public highway from Billingham to Cowpon Bewley crosses the said Port Clarence Branch Railway.

19. A railway herein referred to as Railway No. 19, to commence by a junction with Railway No. 1, in the township of Sproxtun and parish of Helmsley, in the North Riding of the county of York, in a field belonging to Lord Feversham, and occupied by Jesse Ness, at a point 460 yards, or thereabouts, east of a certain place called Sproxtun Low Parks, and to terminate by a junction with Railway No. 2, in the township of Harome and parish of Helmsley, in a field belonging to Lord Feversham, and occupied by Charles Waind, at a point 700 yards, or thereabouts, south-east of a certain place called Rye House.

20. A railway herein referred to as Railway No. 20, to commence by a junction with Railway No. 2, in the township of Pickering and parish of Pickering, in the North Riding of the county of York, in a field belonging to and in the occupation of Edward Windle, 25 yards, or thereabouts, west of an occupation road called Outgang-road, and 130 yards, or thereabouts, south of the public highway leading from Pickering to Thornton, and to terminate by a junction with the North-Eastern Railway, in the same township and parish, 110 yards, or thereabouts, north of the point where the last-named railway crosses on the level Paper Mill-lane.

21. A railway herein referred to as Railway No. 21, to commence by a junction with Railway No. 2, in the township of Seamer and parish of Seamer, in the North Riding of the county of York, in a field belonging to Lord Londesborough, and in the occupation of Mary Woodall, at a point

330 yards, or thereabouts, east of the road called Town Side-lane, and 300 yards, or thereabouts, north of the road called Long-lane, and to terminate in the same township and parish by a junction with the North-Eastern Railway, 330 yards, or thereabouts, in a south-westerly direction from the Seamer Station of that railway.

All which Railways will pass from, through, or into, or be situate within the parishes, townships, districts, and extra-parochial and other places following, or some of them (that is to say), Leeds, Hunslet, Holbeck, New Wortley, Wortley, Armley, Burley, Headingley, Headingley-cum-Burley, Woodhouse, Meanwood, Potternewton, Chapel-Allerton, Chapelton, Moor-Allerton, Roundhay, Barwick, Barwick-in-Elmet, Shadwell, Thorner, Searcroft, Bardsey, Harewood, Wigton, Wike, Ripton, Bardsey-with-Ripton, East Keswick, Collingham, Micklethwaite, Linton, Spofforth, Wetherby, Kirk Deighton, Cowthorpe, Walshford, Hunsingore, Cattal Magna, Cattal, Thornville, Whixley, Kirk Hammerton, Green Hammerton, Nun Monkton, Thorp Underwood, Little Ouseburn, and Widdington, all in the West Riding of the county of York; Newton-upon-Ouse, Linton-upon-Ouse, Youlton, Tollerton, Alne, Easingwold, Crayke, Oulston, Coxwold, Yearsley, Newburgh, Thorp-le-Willows, Kilburn, Oswald-Kirk, Ampleforth, Birdforth, Ampleforth-Oswald-Kirk, Ampleforth St. Peter, Ampleforth Birdforth, East Newton and Laysthorpe, West Newton Grange, Stonegrave, Gilling, Scawton, Sproxtun, Helmsley, Harome, Rievaulx, Old Byland, Hawnby, Murton, Dale Town, Ryedale, Bilsdale West, Bilsdale, Bilsdale High West, Bilsdale Midcable, Bilsdale Low Midcable, Chopgate, Kirkham, Cleveland High Hills, Ingleby, Greenhow, Kirkby, Broughton, Great Broughton, Little Broughton, Raisdale, Great Busby, Great Dromonby, Little Dromonby, Stokesley, Carlton, Rudby, Braworth, Seamer, South Tanton, North Tanton, Cleveland, Langborough, Ayton, Great Ayton, Hilton, Maltby, Stainton, Hemlington, Barwick, Thornaby, West Acklam, Acklam, South Stockton, Beadlam, Stonegrave, Wombledon, Welburn, Kirkdale, Nawton, Kirkby-Moorside, Skiplam, Welburn and Skiplam intermixed, Keldholme, Sinnington, Little Edston, Lastingham, Spaunton, Marton, Aislaby, Wreton, Middleton, Pickering, Thornton, Thornton-le-Dale, Ellerburn, Farmanby, Allerston, Wilton, Ebberton, Brompton, Suainton, Wykeham, Ruston, Hutton Bushel, West Ayton, East Ayton, Seamer, Irton, Cayton, Falsgrave, Scarborough, Kirkdale, Hutton-le-Hole, Appleton-le-Moor Fadmoor, Douthwaite Dale, Gillamoor, Farndale-low Quarter, Spaunton Moor, Bransdale, Farndale East, and Farndale West, all in the North Riding of the county of York; Stockton, Stockton-upon-Tees, Norton, Billingham, Cowpon, and Cowpon Bewley, all in the county of Durham.

And it is provided by the said Act to empower the intended Company to purchase, by compulsion or agreement, lands, houses, and other property, for the purposes of the railways and works so proposed to be constructed as aforesaid; and also to levy tolls, rates, and charges for, and in respect of, the said railways and works, and to grant exemptions from the payment of such tolls, rates, and charges.

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

And it is intended by such Act to authorise the crossing, stopping up, alteration, or diversion of all



turnpike and other roads, footpaths, railways, tramways, aqueducts, canals, streams, and rivers within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction and use of the said railways and works.

And it is proposed by such Act to enable the said intended Company on the one hand, and the London and North-Western Railway Company, the Midland Railway Company, the Lancashire and Yorkshire Railway Company, and the Great Northern Railway Company (hereinafter called "the Four Companies"), or any or either of them, on the other hand, to enter into and carry into effect contracts and agreements with respect to the working, maintenance, and use by the said four Companies, or any or either of them, of the intended railways and works, or any part thereof, and the supply and maintenance of engines, carriages, and rolling stock, and other stock and plant for the same, and with respect to the conduct, regulation and management of the traffic upon or over the said intended railways or any part thereof; and the railways of the four Companies respectively, or any or either of them, and also of the stations, works, and conveniences connected therewith respectively; and with respect to the collection, transmission, interchange, and delivery of traffic to, from, and upon the railways, or any part thereof, of the respective Companies, parties to any such contract or agreement, and with respect to the fixing, levying, division, and apportionment of the tolls and charges arising from such traffic, and the tolls, charges, or other consideration to be paid for such user or otherwise, and to enable the four Companies, or any or either of them, to levy tolls, rates, and charges on the said intended railways, or any part thereof, and to exercise all such other powers as may be found desirable in reference to the purposes aforesaid or any of them.

And it is proposed by the said intended Act to enable the Company to be thereby incorporated, and the four Companies, or any or either of them, to make, enter into, and carry into effect contracts and agreements in reference to all or any of the matters aforesaid, and to confirm and ratify any contracts or agreements that may be entered into with reference thereto before the passing of the said intended Act.

To make provision for facilitating the interchange and transmission of traffic from, to, and over the said intended railways, and the railways belonging to the London and North-Western Railway Company, the Midland Railway Company, the Lancashire and Yorkshire Railway Company, the Great Northern Railway Company, the Leeds, Bradford, and Halifax Junction Railway Company, the West Yorkshire Railway Company, the North-Eastern Railway Company, and the West Hartlepool Harbour and Railway Company respectively, or any or either of them, and for securing through booking and through invoicing from, to, and over the said railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and charges to be levied or charged, and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid, and to make such alterations and reductions in the tolls, rates, and charges at present authorised to be levied or charged upon the said railways or any of them, as may be necessary, and to authorise the said Companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them.

And it is intended, so far as may be necessary for any of the purposes of the intended Act, to alter, amend, extend, enlarge, and to repeal some of the powers and provisions of the Local and Personal Acts following, or some of them, that is to say, 9 and 10 Vict., cap. 204, and all other Acts relating to the London and North-Western Railway Company; 7 and 8 Vict., cap. 18, and all other Acts relating to the Midland Railway Company; 22 and 23 Vict., cap. 110, and all other Acts relating to the Lancashire and Yorkshire Railway Company; 9 and 10 Vict., cap. 71, and all other Acts relating to the Great Northern Railway Company; 15 and 16 Vict., cap. 118, and all other Acts relating to the Leeds, Bradford, and Halifax Junction Railway Company; 17 and 18 Vict., cap. 160, and all other Acts relating to the West Yorkshire Railway Company; 6 Wm. IV., cap. 81, and 17 and 18 Vict., cap. 211, and all other Acts relating to the North-Eastern Railway Company; 15 and 16 Vict., cap. 142, and all other Acts relating to the West Hartlepool Harbour and Railway Company.

And notice is hereby further given, that on or before the 30th day of November, in the present year, a published map, and plans and sections describing the lines and levels of the proposed railways 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 West Riding of the county of York, at his office in Wakefield; with the Clerk of the Peace for the North Riding of the county of York, at his office in North Allerton; and with the Clerk of the Peace for the county of Durham, at his office in Durham; and that on or before the said 30th day of November, a copy of so much of such 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 and works are proposed 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 parish immediately adjoining thereto.

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 next.

Dated this 11th day of November, 1864.

*Barr, Nelson, and Barr,*  
Solicitors, Leeds.

#### The Leamington Priors Gas Light and Coke Company.

(Reconstitution of Company; Increase of Share and Loan Capital; Confirmation of Lease; Power to lease the Undertaking; Additional Lands and Works; Extension of Limits of Supply; Repeal 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 amend the Act 1 and 2 Victoria (local), chapter 53, intituled "An Act for Lighting with Gas the Town of Leamington Priors, and the neighbourhood thereof, in the county of Warwick;" or wholly or partially to repeal that Act, and to re-enact the powers and provisions thereof, or some of them, with such amendments as may be considered necessary; by which Bill is also intended to effect the following objects, or some of them, that is to say, to dissolve the Leamington Priors Gas-Light and Coke Company, to reincorporate the shareholders thereof under the same or a different name, and to vest in and confer and impose upon the Company, as so

reincorporated the lands, works, property, debts, powers, rights, privileges, duties and liabilities, of such dissolved Company; and also to enable the said Company (either as at present existing or as reincorporated by the said Bill,) to increase their capital by converting into shares or stock certain sums already expended by them in the construction, extension, and improvement of works, and the acquisition of land; and to raise additional money by the creation and issue of new shares or stock, with such guaranteed or preferential dividends, or other privileges, if any, as may be thought expedient, and by borrowing money on mortgage or bond, or by the issue of debenture stock; to legalize and confirm a certain lease of the 18th of November, 1862, of the undertaking of the Company, or part thereof, already granted by or on behalf of the Company, in favour of Messrs. James Wickenden Robinson, William Leckie Robinson, and James Henry Robinson, and to indemnify the grantors thereof, to enable the Company to grant a lease or leases of their undertaking or part thereof, with power to the lessee or lessees to exercise all or some of the powers, rights and authorities vested in the Company, or proposed to be conferred on them by the said intended Bill; to regulate or alter the constitution, management, and proceedings of the Company, in relation to the number and nominal amount of shares, the calling, holding, and quorum of meetings and voting thereat, the number, qualification, appointment, and quorum of directors, the officers to be appointed, the accounts to be kept, the dividends to be paid, and the fund to be reserved by the Company, and in other respects to enable the Company to acquire and hold additional lands, to improve, enlarge, and maintain their existing works, and to erect and maintain new gas works within the following limits, viz., upon the lands bounded by a line commencing at the bridge by which Tachbrook-road is carried over the Warwick and Napton Canal and proceeding thence southward to the junction of Tachbrook-road with Gas-street, thence along the northern and eastern sides of Gas-street to the junction of that street with Priory-street, thence along the southern side of Priory-street to the eastern boundary of land and premises belonging to John Hart, thence along that eastern boundary and a line in continuation thereof to an intended road or street leading from Ranelagh-terrace to or towards Tachbrook-road, thence along the northern side of the said intended road or street to the western end of Ranelagh-terrace, thence along the western end and northern side of Ranelagh-terrace to the eastern end of a road leading out of Ranelagh-terrace to a wharf and premises occupied by Mrs. Phoebe Nutter, thence along the eastern side of that road to the western end of the northern boundary of premises occupied by Mrs. Mytton, thence along that northern boundary to the western end of land belonging to the Warwick and Napton Canal Company, and thence along the western boundary of the said land to the said canal, and thence along the southern bank of that canal to the said bridge by which Tachbrook-road is carried over the same; to manufacture and store gas, and to light and to supply with gas the town of Leamington Priors, and the parishes of Leamington Priors, Milverton, Whitnash, Lillington, and Radford Semele, all in the county of Warwick, and the district within five miles in every direction from the Company's existing works at Leamington Priors, or some part or parts of such district (except the borough of Warwick), to lay down mains, pipes, and other works for afford-

ing such supply, and so far as necessary for that purpose to open, break up, and alter any turnpike and other roads, highways, footpaths, bridges, streets, railways, tramways, canals, sewers, drains, pipes, watercourses, thoroughfares, and passages within the town, parishes, and districts aforesaid; to manufacture, purchase, hire, sell, let, and furnish meters, lamps, lamp-posts, fittings, and apparatus connected with the supply and consumption of gas; and generally to do and execute all other works and things which may be necessary or convenient for supplying gas within the said town, parishes, and district, and for the purposes of the business of a gas-light and coke Company to convert, manufacture, sell, or dispose of the products and residuum of any materials employed in the manufacture of gas, or which may be compounded or produced from any materials employed in such manufacture; to enable the Company to levy and recover rates, rents, and charges for the supply of gas, and for the use of pipes, meters, lamps, lamp-posts, fittings, and apparatus which may be furnished by them; to alter the rates, rents, and charges now levied or leviable by the Company, and the mode of recovering the same; to confer, vary, and extinguish exemptions from the payment of such several rates, rents and charges, and other rights and privileges; to enable the Company to require consumers of gas to burn and pay for the same by meter; to enable the Company and the owners, lessees, and occupiers of buildings, public and private, within the town, parishes, and district aforesaid, and the local boards, vestries, and other local authorities of the said town, parishes, and district, and the commissioners, trustees, or other persons having the superintendence of or being interested in the streets, roads, bridges, thoroughfares, and places within the town, parishes, and district aforesaid, to contract with each other in regard to the supply of gas for lighting the same, and of pipes, meters, lamps, lamp-posts, and other fittings and apparatus, and the rates, rents, and charges to be exacted in respect of such supply.

To extinguish the powers, rights, and privileges of the town of Warwick Gas-Light Company in so far as respects the supplying of gas by them to any person or corporation within the parish of Leamington Priors, and as respects the laying by them of mains and pipes within the said parish; and to confirm an agreement, dated the 28th day of August, 1834, entered into by or on behalf of the town of Warwick Gas-Light Company and William Lionel Lampet, Esq., Henry Jephson, M.D., D'Arcy Boulton, Surgeon, Edmund Byron, Esq., John Russell, Architect, all of Leamington Priors, in the county of Warwick, and John Grafton, of the town of Cambridge, Esq., the acting committee of the Leamington Priors New Gas and Coke Company, or some part or parts of that agreement.

To incorporate with the said Bill the powers and provisions, or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Gas Works Clauses Act, 1847;" "The Sale of Gas Act, 1859" (22 and 23 Victoria, cap. 66), and "The Sale of Gas Act Amendment Act, 1860" (23 and 24 Victoria, cap. 146), or some of those Acts, in lieu of the powers and provisions, or some of the powers and provisions, of the said first-mentioned Act (1 and 2 Victoria, local, chapter 53), whether affecting the Company and the shareholders thereof, or the local boards, vestries, or other

local authorities, commissioners, trustees, or other persons aforesaid, or any other corporations or persons entitled to any powers, rights, privileges, or exemptions under the said first-mentioned Act, or otherwise: and to subject the Company and their undertaking to the provisions, or some of the provisions, of all or some of the general Acts before-mentioned, with such amendments thereon as may be thought expedient; to repeal, vary, or extinguish all or some of the existing powers, rights, privileges, and exemptions now vested in any of the said local boards, vestries, or other local authorities, commissioners, trustees, corporations, or persons, whether inconsistent with the provisions of the general Acts, or not provided for therein, or which might in any manner interfere with any of the objects of the said Bill, and to confer other rights and privileges.

To amend and partially to repeal the following Acts, or one or more of them, viz.: An Act passed in the 6th year of the reign of His Majesty King George IV., cap. 133, intituled "An Act for Paving or Flagging, Lighting, Cleansing, Watching, Regulating, and Improving the town of Leamington Priors, in the county of Warwick;" an Act passed in the 6th and 7th years of the reign of Her present Majesty, chapter 59, intituled "An Act for Amending and Enlarging the Powers and Provisions of an Act for Paving or Flagging, Lighting, Cleansing, Watching, Regulating, and Improving the town of Leamington Priors, in the county of Warwick, and for Establishing a Market therein;" and an Act passed in the 3rd year of the reign of His Majesty King George IV., chapter 29, intituled "An Act for Incorporating the Warwick Gas Light Company." And notice is also given, that on or before the 23rd day of December next printed copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons.

Dated this 8th day of November, 1864.

*J. Bass Hambury*, Clerk to the Leamington Priors Gas Light and Coke Company.  
*Grahames and Wardlaw*, Westminster.

#### Caledonian Railway.

##### Glasgow South-side Railways and Works.

(Construction of Branch Railways in and near Glasgow, and of Station and New Street, on South side of River Clyde; Stopping up of Streets and Relinquishment of Portions of Railways in connection with those Works; Arrangements with and Powers in favour of City of Glasgow Union Railway Company, and Board of Police of Glasgow; Provident Fund; 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 effect the following objects, or some of them, that is to say:—

To empower the Caledonian Railway Company (hereinafter called the Company) to make and maintain the following railways and other works, or some or one of them, or part thereof, and all proper stations, approaches, roads of access, and other works and conveniences in connection therewith respectively, viz.:—

First. A railway (hereinafter called Railway No. 1) commencing by a junction with the railway (hereinafter called the Barrhead Railway) which leads from the Company's Station in Glasgow, known as the South-side or Gushetfauld Station (hereinafter called the South-side Station) to Barrhead, and forms part of the undertaking of the Glasgow Barrhead and Neilston Direct

Railway Company, held in lease by the Company, at or near the eastern face of the bridge by which the road or street called Victoria-road, forming a continuation of the line of Eglinton-street to the Queen's Park of Glasgow, is carried over the Barrhead Railway, and terminating at a point near to and on the southern side of the street in Gorbals called Clyde-terrace, and about three chains westward from Main-street in Gorbals.

Secondly. A railway (hereinafter called Railway No. 2) commencing by a junction with the main lines of the Company's Branch Railway (hereinafter called the Gushetfauld Branch) which leads from the Polloc and Govan Railway, now belonging to the Company, into the South-side Station, at or near a point about five chains northward from the western face of the bridge (hereinafter called the Cathcart-road Bridge) by which the turnpike road from Glasgow to Cathcart is carried over the Gushetfauld Branch, and terminating by a junction with Railway No. 1, near the north-eastern corner of the passenger station-house at the South-side station.

Thirdly. A railway (hereinafter called Railway No. 3) commencing by a junction with the line of railway (hereinafter called the Company's General Terminus Line) acquired by the Company from the General Terminus and Glasgow Harbour Railway Company, by which the Polloc and Govan Railway is connected with the railway still belonging to the last-named Company and with the joint line of railway from Glasgow to Paisley, at or near the bridge (hereinafter called the Gas-works-road Bridge) by which the road from Lilybank-road to the Tradeston Gas-Works belonging to the Glasgow Gas-Light Company is carried over the Company's General Terminus Line, and terminating by a junction with Railway No. 1, at or near a point about one and a half chains southward from the south-eastern corner of the passenger-shed at the South-side Station.

Fourthly. A railway (hereinafter called Railway No. 4) commencing by a junction with Railway No. 1 at or near a point on the eastern side of the Barrhead Railway, and about three and a half chains north-eastward from the point hereinbefore described as the commencement of Railway No. 1, and terminating by a junction with the line of railway authorized by the "City of Glasgow Union Railway Act, 1864," and therein called Railway No. 4, at or near a point about two and a half chains northward from the north-eastern corner of the passenger station-house at the South-side Station.

Fifthly. A railway (hereinafter called Railway No. 5) commencing by a junction with the main lines of the Gushetfauld Branch at or near a point about eight chains northward from the Cathcart-road Bridge aforesaid, and terminating by a junction with the proposed Railway No. 4 near the middle of the southern end of the passenger-shed at the South-side Station.

Sixthly. A railway (hereinafter called Railway No. 6) commencing by a junction with Railway No. 3 at or near a point about four chains north-eastward from the centre of Eglinton-street opposite its junction with Lilybank-road, and terminating by a junction with the said proposed Railway No. 4 at a point in the passenger-shed of the South-side Station, about one chain south-westward from the north-eastern corner of the passenger station-house at that station.

Seventhly. A railway (hereinafter called Railway No. 7) commencing by a junction with the Company's General Terminus Line aforesaid at or near a point about three chains westward from the Gas-Works Road Bridge aforesaid, and ter-

minating at a point near the eastern side of the houses on the eastern side of Eglinton-street, about three chains north-eastward from the centre of that street opposite its junction with Lilybank-road.

Eighthly. A railway (hereinafter called Railway No. 8) commencing by a junction with Railway No. 7 at or near a point about three chains north-westward from the western end of the tunnel by which the Polloc and Govan Railway is carried under Eglinton-street and adjacent lands, and terminating by a junction with the Polloc and Govan Railway Branch to the Glasgow, Paisley, and Ardrossan Canal at or near a point about six chains southward from the southern bank of the said canal.

Ninthly. A railway (hereinafter called Railway No. 9) commencing by a junction with Railway No. 8 at or near a point about two and a half chains north-eastward from the centre of the Gas-Works Road Bridge aforesaid, and terminating by a junction with the Polloc and Govan Railway, at or near a point about one chain northward from the north-eastern corner of the enclosing wall of the gas-works aforesaid.

Tenthly. A street or road commencing at a point in Norfolk-street about two chains westward from the junction of that street with Portugal-street in Gorbals, and terminating at or near the point at which Hospital-street crosses the road or street called Rutherglen Loan.

To enable the Company to take and acquire (for the purposes of station-accommodation, sidings, improvement of approaches, and other works) lands, houses, and other property, bounded on the southern side by a line passing along the street or lane called Bedford-lane or Paddock-row; on the eastern side by a line passing along Main-street in Gorbals, and continuing northward from the northern end of that street to the River Clyde; on the northern side by a line passing along the northern side of the southern bank of that river; and on the western side by a line passing along Portugal-street in Gorbals, and along the street leading from the northern end of that street to the southern end of Buchan-street, and thence along Buchan-street and from the northern end of that street northward to the northern boundary hereinbefore described; and to construct on such lands and on the site of such houses and other property a station and all proper works and conveniences in connection therewith.

To enable the Company to sell, feu out, or otherwise dispose of ground along the sides of the said proposed street or road, and of any of the approaches to the said proposed station, for such prices and subject to the payment of such feu-duties or ground-annuals as they may be able to obtain therefor, and to execute all conveyances, contracts of feu, or of ground-annual, and other deeds necessary for these purposes.

To enable the Company to stop up and appropriate the site of those streets, lanes, or thoroughfares, called Bedford-lane or Paddock-row, Malta-street, Moncrieff-street, and Kirk-street, in Gorbals.

To relinquish, and to enable the Company to appropriate the site of, so much of the Polloc and Govan Railway and works connected therewith as is situate between the western end of the tunnel hereinbefore mentioned and the point hereinbefore described as the termination of Railway No. 9; as also of so much of the Polloc and Govan Railway Branch to the Glasgow, Paisley, and Ardrossan Canal and works connected therewith, as is situate between the junction of that branch with the main line of the Polloc and Govan Railway and the point hereinbefore de-

scribed as the termination of Railway No. 8; as also of so much of the Gushetfauld Branch and works connected therewith, as is situate between the point of commencement hereinbefore described of Railway No. 5 and the termination of the said Gushetfauld Branch at the South-side station; as also of so much of the Barrhead Railway and works connected therewith, as is situate between the point of commencement hereinbefore described of Railway No. 1 and the termination of the Barrhead Railway at the South-side Station.

Which several railways, street or road, station, and other works and conveniences proposed to be made as aforesaid, and the lands, houses, and other property which may be taken for the purposes thereof, and for the purposes of station-accommodation, sidings, improvement of approaches, and other works, and which streets, lanes, or thoroughfares proposed to be stopped up and appropriated as aforesaid, and which portions of railways proposed to be relinquished as aforesaid, will be and are situate in the following places or some of them (that is to say): the parishes of Govan and Gorbals, and the city of Glasgow, in the county of Lanark.

And notice is further given, that duplicate plans and sections, describing the lines, situation, and levels of the said proposed railways, and street or road, and the lands, houses, and other property through which the same are intended to be made, and within the limits of deviation as defined on the said plans, and which may require to be taken for the purposes of the said several works, and for the other purposes hereinbefore mentioned, 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, houses, and other property, and a published map with the lines of the proposed railways delineated thereon so as to show their general course and direction, and a copy of this notice as published in the London and Edinburgh Gazettes, will, on or before the thirtieth day of November instant, be deposited for public inspection in the office at Glasgow of the principal sheriff-clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before specified and to the city of Glasgow respectively, with a copy of this notice as published in the London and Edinburgh Gazettes, will also, on or before the thirtieth day of November instant, be deposited for public inspection with the schoolmaster, or if there be no schoolmaster, with the session-clerk of each of the said parishes, at the usual place of abode of such schoolmaster or session-clerk, and with the town-clerks of the said city at their office in Glasgow.

And notice is further given, that it is intended by the said Bill to empower the Company to deviate, in the construction of the said proposed railways and street or road, from the lines and levels delineated on the plans and sections intended to be deposited as aforesaid, to such an extent as will be defined on the said plans and provided by the said Bill; and also to cross, alter, divert, and stop up highways, turnpike and other roads, railways, bridges, streets, paths, passages, canals, rivers, streams, sewers, drains, watercourses, telegraphic apparatus, and gas and water-pipes, so far as may be necessary or expedient for the purpose of making, maintaining, and using the said proposed railways, street or road, and station, or any of the works and conveniences connected therewith.

And it is further intended by the said Bill to empower the Company to purchase, compulsorily

and otherwise, the lands, houses, and other property required for the several purposes aforesaid; to convey passengers, goods, and other traffic on the said proposed railways; to levy tolls, rates, and charges for the use of the said proposed railways, station, and relative works, and the conveyance of such traffic; to confer certain exemptions from the payment of such tolls, rates, and charges; and to exercise all other usual and necessary powers.

And it is further intended by the said Bill to empower the Company, and the owners of, and other parties interested in the lands, houses, and other property required for the several purposes aforesaid, and any other companies, corporations, commissioners, trustees, and other bodies or persons, whether under legal disability or not, to contract and agree with each other for the acquisition by the Company of such lands, houses, and other property, absolutely, or by way of feu, lease in perpetuity, or otherwise, at such price, and subject to such feu-duty, ground-annual or rent, or for such other consideration as may be fixed upon; and for the acquisition, purchase, commutation, or extinction of any duties, customs, or other payments, and rights and privileges, which may affect or be affected by the construction, maintenance, or use of the said proposed railways, street or road, station, and other works, or by the stopping up of the streets, lanes, or thoroughfares aforesaid, or by the relinquishment of the portions of railways before mentioned; and for the use of the said proposed railways and other lines of railway communicating therewith; and as to the tolls, rates, and charges to be levied thereon respectively; and to execute all agreements, conveyances, contracts of feu and of ground-annual, leases, and other deeds necessary for these purposes.

And it is further intended by the said Bill to provide for the use, by the City of Glasgow Union Railway Company and all other companies and persons lawfully using or intending to use the railways of that Company, of those lines of railway already belonging to and which may under the powers of the said Bill be constructed by the Company, which will connect the railways of the City of Glasgow Union Railway Company with the joint line of railway between Glasgow and Paisley and with the railway presently belonging to the General Terminus and Glasgow Harbour Railway Company, upon such terms and conditions and on payment of such tolls or other consideration as shall be agreed upon, or provided by or under the powers of the said Bill; and for that purpose, to alter the tolls, rates, and charges now leviable by the Company upon the said lines of railway already belonging to them, and to confer certain exemptions from the payment of such tolls, rates, and charges; and to empower the Company and the City of Glasgow Union Railway Company to make arrangements and enter into agreements with reference to these matters.

And it is further intended by the said Bill to provide that the said proposed street or road shall be one of the public streets of Glasgow, and shall be maintained by the Board of Police of Glasgow; and to empower that board and the Company to make arrangements with each other with respect to the said street or road and any other matters connected with the approaches to the said station and works proposed to be authorized by the said Bill.

And it is further intended by the said Bill to empower the Company to establish and maintain a provident fund for the benefit of their officers, servants, and workmen, and their widows and

children, and to make rules for the government and regulation of such fund, and to apply in aid thereof so much of the Company's funds as may from time to time be deemed expedient.

And it is further intended by the said Bill to empower the Company to raise money for the several purposes aforesaid, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) inter se and in respect to the other shares and stock in the Company, and subject, as regards preference shares or stock, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the Bill or otherwise) as may be considered expedient, and also by borrowing upon mortgage or bond, or cash-credit; and to fund or issue debenture stock in lieu of the money so borrowed or authorized to be borrowed.

And it is further intended by the said Bill to vary or extinguish all duties, customs, or other payments, and rights, privileges, and exemptions which may in any manner impede or interfere with the objects aforesaid, or any of them, and to confer all rights, privileges, and exemptions necessary or expedient for effecting the said objects, or in relation thereto.

And, for these and other purposes, it is intended by the said Bill to amend "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company and their undertaking, passed in the sessions of Parliament held respectively in the ninth and tenth, the tenth and eleventh, the eleventh and twelfth, the twelfth and thirteenth, the fourteenth and fifteenth, the sixteenth and seventeenth, the seventeenth and eighteenth, the eighteenth and nineteenth, the twentieth and twenty-first, the twenty-first and twenty-second, the twenty-second and twenty-third, the twenty-third and twenty-fourth, the twenty-fourth and twenty-fifth, the twenty-fifth and twenty-sixth, the twenty-sixth and twenty-seventh, and the twenty-seventh and twenty-eighth years of the reign of Her present Majesty; The "Caledonian Polloc and Govan and Clydesdale Junction Railways Amalgamation Act, 1846," and the Acts (local) 11 Geo. IV., cap. 62; 1 and 2 Gul. IV., cap. 58, and 1 Vict., cap. 118, relating to the Polloc and Govan Railway; "The Caledonian Railway (Glasgow, Barrhead, and Neilston District Railway Lease) Act, 1849," and the Acts (local) 8 and 9 Vict., cap. 192; 9 and 10 Vict., caps. 142 and 201, and 10 and 11 Vict., caps. 90 and 95, relating to the undertaking of the Glasgow, Barrhead, and Neilston Direct Railway Company: "The Glasgow Police Act, 1862;" and the "City of Glasgow Union Railway Act, 1864."

And notice is further given, that printed copies of the said Bill, as proposed to be introduced into Parliament, 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 fifteenth day of November, eighteen hundred and sixty-four.

*Hope and Mackay, W.S., Edinburgh.*

*Grahames and Wardlaw, 30, Great George-street, Westminster.*

Hatfield and St. Alban's Railway.

The Railways Companies Powers Act, 1864.

NOTICE is hereby given, that in pursuance of the above mentioned Act, application has been made by the Hatfield and St. Alban's Railway Company to the Board of Trade, for a certificate authorizing the said Company to raise additional capital, to the extent of fifteen thousand pounds,



by the issue of new preference shares, and by the issue of new preference stock, or (at the option of the said Company) by either of those modes, and to the further extent of one-third part of the said sum of fifteen thousand pounds, by borrowing on mortgage, and for empowering the said Company to create and issue debenture stock.

And notice is hereby given, that copies of the draft certificate will be supplied to persons applying for the same pursuant to the provisions of the said Act, at the offices of Mr. Francis Ferdinand Jeyes, 28, Parliament-street, Westminster.

And notice is hereby given, that all persons desirous of making to the Board of Trade any representation, or of bringing before them any objection respecting the application, may do so by letter, addressed to the Secretary of the Board of Trade, on or before the first day of January, one thousand eight hundred and sixty-five.

*F. F. Jeyes, Solicitor for the Promoters.*

#### Busby Railway.

(Extension of Railway to Village of East Kilbride; Increase of Capital; Power to Caledonian Railway Company to take Additional Shares and Raise Money and to Work proposed Extension; Working and Traffic Arrangements with that Company; and 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 for effecting the following objects, or some of them, that is to say, to enable the Busby Railway Company to make and maintain an extension of the Busby Railway, and all proper works and conveniences connected therewith, commencing by a junction with the main line of the Busby Railway, authorised by the Busby Railway Act, 1863, at or near a point about five chains to the southward of the bridge by which the Busby Railway is carried over the turnpike road leading from Busby to East Kilbride, and terminating at or near a point about five chains north-eastward from the United Presbyterian Church in the village of East Kilbride, which intended extension railway and works, and conveniences connected therewith, and the lands, houses, and other property which may be taken for the purposes thereof, will be made, or will pass from, in, through, or into, and are situated in the parish of East Kilbride, subdivision parish of Carmunnock, and the parish of Cathcart, all in the county of Lanark, or some or one of them.

And notice is also given, that duplicate plans and sections, describing the line, situation, and levels of the said proposed extension railway, and the lands, houses, and other heritages through which the same is intended to be made, and within the limits of deviation as defined on the said plans, and which may be required to be taken for the purposes of the said works, 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, houses, and other heritages respectively; and a published map shewing thereon the general course and direction of the said proposed extension railway, and also a copy of this notice, as it will be published in the London and Edinburgh Gazettes, will be deposited for public inspection on or before the 30th day of the present month of November, in the offices at Hamilton and Glasgow respectively, of the principal sheriff clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes respectively, with a copy of this notice as aforesaid, will on or before the said 30th day of the present month of November, be deposited for public inspection, with the schoolmaster, if any, and if there be no schoolmaster, with the session-

clerk of each of the said parishes of East Kilbride and subdivision parish of Carmunnock and the parish of Cathcart, at the place of abode of such schoolmaster or session-clerk.

And it is intended by the said Bill to apply for power to cross, alter, divert, and stop up, and to alter the lines, levels, and inclinations of highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, water-courses, waterworks, telegraphic apparatus, and gas and water pipes, so far as may be necessary or expedient for the purpose of making, maintaining, working, or using, the said proposed extension railway, and other works, or any part thereof; as also to deviate in constructing the said extension railway and other works from the line and levels laid down on the said plans and sections, to such extent as will be defined on the said plans, and provided by the said Bill.

And it is also intended by the said Bill to enable the said Company to raise additional money by the creation and issue of shares or stock, either ordinary or preferential, and by borrowing on mortgage or bond or cash credit, and to fund or issue debenture stock, in lieu of the money so borrowed, or authorised to be borrowed; and to acquire, by compulsory purchase or otherwise, all such lands, houses, and other heritages, as may be necessary or convenient for the purposes of the said proposed extension railway, and other works; and also water from streams or brooks adjoining, or near to the said proposed extension railway, and other works, for the purposes thereof, and of the engines to be used thereon; as also to authorise and empower all owners of, and other parties interested in any such lands, houses, streams, brooks, or other heritages, whether persons or Corporations, or others, and whether holding under entail or under any legal disability or not, to sell or convey to the said Company their lands, houses, streams, brooks, or other heritages, or any part thereof, which may be necessary for the purposes aforesaid; as also to vary or extinguish all existing rights, and privileges connected with the lands, houses, streams, brooks, and other heritages so to be acquired, or which would in any manner impede or interfere with the construction, maintenance, or use of the said proposed extension railway, and other works, or with any of the other purposes of the said Bill, and to confer other rights or privileges necessary or expedient in relation to any of the aforesaid matters.

And it is also intended by the said Bill to apply for power to the said Company, and also to the Caledonian Railway Company, while the last-mentioned Company shall work the said proposed extension railway and other works, to levy tolls, rates, duties, and charges, on and for the use of the said proposed extension railway, and for the conveyance of passengers, goods, and other traffic thereon, to alter tolls, rates, and charges, and to confer, vary, or extinguish certain exemptions from the payment of tolls, rates, and charges, and certain other rights and privileges in relation thereto; and also for power to the Busby Railway Company, and any other companies or corporations, or any commissioners, road trustees, or other bodies or persons to enter into, and carry into execution such arrangements and agreements as may be expedient and proper for, or in relation to, the making, maintaining, and using of the said proposed extension railway and other works or any portion thereof. And it is also intended by the said Bill to provide that the said proposed extension railway and other works shall be worked by the Caledonian Railway Company, along with and as part of the Busby Railway authorised by the said Act; and also to empower the Busby Railway Company and the Caledonian Railway



Company to enter into agreements with each other for and with respect to the maintenance, working, and use by the Caledonian Railway Company of the railways and other works authorised by "The Busby Railway Act, 1863," and to be authorised by the said Bill; and the fixing, collection, apportionment, and division of the tolls, rates, charges, and profits levied or derived upon or from their respective lines of railway, stations, and other works; and to empower the Caledonian Railway Company to exercise the powers of the Busby Railway Company in relation to the said several matters or some of them; and it is further intended by the said Bill to empower the Caledonian Railway Company to subscribe to and to take and hold additional shares in the Busby Railway Company, subject to such terms and conditions as may have been or may be agreed on, or as may be fixed by the said Bill; and for that purpose to raise additional capital in their own undertaking, by the creation and issue of shares or stock, on such terms and conditions, with such preferences, priorities, and privileges (if any) *inter se* and in respect to the other shares and stock in that Company, and subject as regards preference shares or stock, to such powers of redemption (by the substitution of ordinary shares or stock to be created under the powers of the said Bill or otherwise), as may be considered expedient, or by borrowing on mortgage or bond, or cash credit, and to fund or issue debenture stock in lieu of the money so borrowed, or authorised to be borrowed; as also to ratify and confirm and to extend all such agreements as may have already been, or may hereafter be, made by and between the said Companies, in relation to the objects aforesaid, or any of them.

And it is intended by the said Bill to vary or extinguish all existing rights and privileges which might impede or interfere with any of the objects aforesaid, and to confer all rights and privileges necessary or expedient for effecting the said objects or in relation thereto.

And, so far as necessary for the purposes of the said Bill, it is intended to alter and amend the powers and provisions of the several Acts after mentioned, or some of them (that is to say)—"The Busby Railway Act, 1863," and the following Acts relating to the Caledonian Railway Company—viz., "The Caledonian Railway Act, 1845," and the several other Acts relating to the Caledonian Railway Company passed in the sessions of Parliament held respectively in the 9th and 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, the 22nd and 23rd, the 23rd and 24th, the 24th and 25th, the 25th and 26th, the 26th and 27th, and the 27th and 28th years of the reign of her present Majesty, and of any other Acts relating to the Caledonian Railway Company.

And notice is further given, that copies of the said Bill as proposed to be introduced into Parliament 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, 1864.

*Strang, Keyden and Sons, Glasgow.*

*Grahames and Wardlaw, 30, Great George-street, Westminster.*

#### Talylyn Railway.

(Railways from Towyn to Hendre-Abergynolwyn, near Talylyn; Power of Construction and Maintenance to a New Company, and Aberdovey Slate Company, Limited, or one of

them; Use of Towyn Station; Further Powers to the said Slate Company; Powers to make Agreements, Traffic, and Working Arrangements with Aberystwith and Welsh Coast Railway Company; Power to lay down a Mixed Gauge over a portion of the Aberystwith and Welsh Coast Railway, and Running Powers over same portion; 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 authorise the construction and maintenance of the following railways, with all necessary and proper stations, works, and conveniences connected therewith respectively, that is to say: A railway, hereinafter called Railway No. 1, commencing in or near a certain gravel or ballast-pit, on land formerly part of a field called Caetynymaes in the township of Vaenol, in the parish of Towyn, in the county of Merioneth, adjoining or near to the line or works of the Aberystwith and Welsh Coast Railway, and to Trenewydd, and either by or without a junction with such railway, passing thence, from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Towyn, Town of Towyn, Cynfalfawr, Dysyrnant, Cefnrhos ucha, Cefnrhos issa, Cynfal fach, Trefriôn, Vaenol, Isyrafon, Dauddyffryn, Maestrefnant, Elanerch-goediog, Gwyddelfynydd, Rhydyronen, Llanfihangel y Pennant, Llanllwyda, Uwchgarreg, Cedris Tallylyn, Ceiswyn, Corris and Ystradgwyn, all in the county of Merioneth, and terminating in a field in the township of Maestrefnant, in the said parish of Towyn, called Cefncoch, belonging to Hendre, and now or late in the occupation of Owen Owen and Hugh Owen.

A railway, hereinafter called Railway No. 2, situate wholly in the parish of Towyn, and township of Vaenol, or one of them, in the county of Merioneth, commencing by a junction with the intended Railway No. 1, at or near the commencement thereof, in the said parish of Towyn, and terminating at or near the Aberystwith and Welsh Coast Railway, at the Towyn station on that railway, in the said parish of Towyn, and either by or without a junction with such railway.

And it is proposed by the intended Act to authorise the construction of the intended railways upon such gauge as the proprietors thereof may think proper, and to confer powers of lateral and vertical deviation from the line and levels of the railways, as shown upon the plan and section hereinafter mentioned, within the limits to be prescribed by the said Act, and to confer powers for the purchase, by compulsion, of lands and buildings in the several parishes, townships, and places aforesaid, or some of them, and also for the purchase, by agreement, of other lands and buildings for the purposes of the intended railways or undertaking, and to stop up, alter, or divert, temporarily or permanently, all or any roads, highways, tramways, rivers, streams, canals, waters, watercourses, bridges, telegraphic wires or apparatus, erections, or works of any description which it may be necessary or convenient so to stop up, alter, or divert, for the purposes of the intended Act, and to vary or extinguish all rights and privileges connected with the lands and buildings to be purchased, or of any road, way, water, or work, as hereinbefore described, to be stopped up, altered, or diverted as aforesaid, or which would or might in any way prevent or interfere with carrying into effect the objects of the intended Act, or any of them, and to confer other rights and privileges, and to levy tolls,

rates, duties, and charges, to alter existing toll rates, duties, and charges, and to confer, vary, or extinguish exemptions from payment of tolls, rates, duties, and charges.

And it is proposed by the intended Act to confer the powers of constructing and maintaining the intended railways upon a Company to be thereby incorporated for the purpose (herein called the new Company), or upon the Aberdovey Slate Company (Limited), or upon both the said Companies jointly, and to confer upon the Aberdovey Slate Company (Limited), other powers in reference to the intended railways, including powers to contribute out of their corporate funds money for or towards the construction of the intended railways, and to subscribe for and hold shares in the capital of the new Company, and to raise money by the creation of new shares or stock, whether ordinary, preference, or guaranteed, and by mortgage or bond, or otherwise, and to confer upon the said two Companies power to enter into agreements with respect to the several objects aforesaid, or any of them, or otherwise, with reference to the intended railways, and to confirm any such agreement as may be entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to enable the Aberystwith and Welsh Coast Railway Company, and the new Company, and the Aberdovey Slate Company (Limited), or some or one of them, to lay down a mixed gauge of the Aberystwith and Welsh Coast Railway, between the point of junction of the intended Railway No. 1, with the Aberystwith and Welsh Coast Railway in the said parish of Towyn, and the Towyn station on the last-mentioned railway, with power to the new Company and the Aberdovey Slate Company (Limited), or either of them, to run over and use with their engines and carriages, and to be carriers upon such portion of the Aberystwith and Welsh Coast Railway over which is proposed to lay such mixed gauge, upon such terms as to tolls, rates, duties, and charges, as may be mutually agreed upon between the respective Companies, or failing agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided for by the intended Act.

And it is proposed by the intended Act to enable the new Company and the Aberdovey Slate Company (Limited), or either of them, to use the Towyn station of the Aberystwith and Welsh Coast Railway Company jointly with that Company, or to have the separate use of a portion of such station, and the booking and other offices, building, works, and conveniences connected therewith, upon such terms and conditions as may be mutually agreed upon between the respective Companies, or failing agreement, as may be settled by arbitration or otherwise, as may be prescribed or provided for by the intended Act; and to authorise the new Company and the Aberdovey Slate Company (Limited), or either of them, and the Aberystwith and Welsh Coast Railway Company, to enter into agreements or arrangements for the use, working, maintenance, and management of the intended railways, and for the reception, interchange, transmission, and conveyance of traffic, at, from, to, and over their respective railways, stations, and works, and with respect to the tolls, rates, charges, or remuneration for any such traffic, and otherwise, with respect to their respective undertakings and traffic, and to confer upon the respective Companies all necessary or proper powers for carrying any such agreements or arrangements into

effect, and to confirm any such agreement as may have been entered into prior to the passing of the intended Act.

And it is proposed by the intended Act to alter, amend, or repeal certain of the provisions of the following Acts, that is to say, the Aberystwith and Welsh Coast Railway Act, 1861; the Aberystwith and Welsh Coast Railway Act, 1862; the Aberystwith and Welsh Coast Railway Act, 1863; and the Aberystwith and Welsh Coast Railway (General) Act, 1864; and of all other Acts of Parliament, deeds of settlement, articles or memoranda of association, and other instruments, of what nature or kind soever relating to the said Companies, or any of them, which it may be necessary or convenient to repeal, alter, or amend for any of the purposes of the intended Act.

And notice is hereby further given, that a plan and section in duplicate of the intended railways and of the lands to be taken under the compulsory powers of the Act, a book of reference to the plan containing the names of the owners and lessees, or reputed owners and lessees, and of the occupiers of such lands, and a published map with the lines of railway delineated thereon, showing its general course and direction, will be deposited with the Clerk of the Peace for the county of Merioneth, at his office at Dolgelley; and that so much of the said plan, section, and book of reference as relates to any parish or extra-parochial place in which any part of the railways, or any land to be taken under the compulsory powers of the Act is or may be situate, will be deposited, 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 adjoining thereto, at his residence; and that all such deposits will be made before the first day of December next, and will be accompanied by a copy of this notice; and that copies of the Bill for effecting the objects aforesaid will be deposited in the Private Bill Office of the House of Commons before the 24th day of December next.

Dated November 1st, 1864.

*Howell and Morgan*, Solicitors, Machynlleth.  
*Pritt, Sherwood, Venables, and Grubbe*, 7,  
Great George-street, Westminster, Par-  
liamentary Agents.

#### Bishop's Castle Railway.

(Extensions to Craven Arms and Montgomery Stations and to the Wenlock Railway; Running Powers over the Cambrian and other Railways; Working Arrangements with the Cambrian, Knighton, Central Wales, Manchester and Milford, Mid-Wales, and other Railway Companies; Power to raise Additional Capital; Amendment of Acts.)

**N**OTICE 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 enable the Bishop's Castle Railway Company (herein called "the Company") to make and maintain the railways following, or some of them, or some part or parts thereof, with all proper stations, approaches, works, and conveniences respectively, that is to say:—

1st. A railway (herein called "the intended railway No. 1") entirely in the parish of Montgomery, in the county of Montgomery, commencing by a junction with the authorized main

line of the Bishop's Castle Railway, at or near to the authorized junction of such railway with the Oswestry and Newtown line of the Cambrian Railways Company, in a field numbered 4 in the said parish of Montgomery on the plans of the said Bishop's Castle Railway, deposited with the Clerks of the Peace of the counties of Salop and Montgomery, in the month of November, 1860, with relation to "The Bishop's Castle Railway Act, 1861," which field belongs to the Earl of Powis, and is now or late was in the occupation of George Morris, and terminating by a junction with the said Oswestry and Newtown line of the Cambrian Railways, at a point 80 yards, or thereabout, on the Welshpool side of the south-west end of the goods shed at the Montgomery station of the said Cambrian Railways.

2nd. A railway (herein called "the intended railway No. 2") commencing in the parish of Wistanstow, in the county of Salop, by a junction with the authorized main line of the said Bishop's Castle Railway, at a point marked 18 miles and 5 furlongs, or thereabouts, and in a field, No. 80 in the said parish of Wistanstow, on the aforesaid plans, which said field is or late was the property and in the occupation of Thomas Duppa Duppa, and is adjacent to and at the west side of the Shrewsbury and Hereford Railway, and terminating in the parish of Stokesay, in the said county of Salop, by a junction with the Knighton Railway, at the commencement thereof at Craven Arms.

3rd. A railway (herein called "the intended railway No. 3") commencing in the said parish of Wistanstow, from and out of the authorized main line of the Bishop's Castle Railway, at a point marked 18 miles and 2 furlongs, or thereabout, and in a field numbered 69 on the said plans of the Bishop's Castle Railway, and which said field now is or late was the property of Thomas Duppa Duppa, and in the occupation of Edward Bache, and terminating in the said parish of Wistanstow, by a junction with the Wenlock Railway, at or near the authorized termination of the railway first described in the Wenlock Railway Act, 1861, which intended railways numbers 2 and 3 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:—Wistanstow, Longville, Cheney Longville, Wittingslow, Woolston, Felhampton, Minton, Strefford, Stretford, Purslow, Stokesay, Munslow, Bromfield, Halford, Newton, Stoke, and Wettleton, all in the county of Salop.

To enable the Company to stop up, alter, or divert, either temporarily or permanently, turnpike or other roads, streets, canals, rivers, or streams, for the purposes of the said intended Act, or any of them.

To purchase by compulsion or agreement lands, buildings, and property for the purposes of the said intended Act, or any of them, and to repeal, vary or extinguish any right or privileges connected with such lands, buildings, and property.

To levy tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and if necessary or expedient, to alter the tolls and charges now leviable by the Company

To empower the Company, and all companies and persons lawfully working or using the said Bishop's Castle Railway and the said intended railways, or any or either of them, or any part thereof respectively, to run over, work, and use with their respective engines and carriages, and for the purpose of traffic of any description, upon rates, payments, terms, and conditions to be

prescribed by or under the said intended Act, or (failing agreement) to be settled by arbitration, the following railways, that is to say:—(1.) The undertaking of the Cambrian Railways Company, or such parts thereof as the Bill shall define; (2.) So much of the line of the Shrewsbury and Hereford Railway as lies between the authorized junction therewith of the Wenlock Railway, in the parish of Wistanstow, and the authorized junction therewith of the Knighton Railway, in the parish of Stokesay, together with the Craven Arms station of the Shrewsbury and Hereford Railway, and all other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraphs, signals, and machinery in and upon the Cambrian Railways and the said portion of the Shrewsbury and Hereford Railway respectively, or any part thereof respectively, and to require the companies and persons owning and working those railways and portions of railways respectively, to afford and render all services and facilities for the purposes aforesaid.

To empower the Company to enter into and carry into effect contracts, arrangements, and agreements with the London and North-Western, Great Western, Knighton, Central Wales, Cambrian, Mid-Wales, and Manchester and Milford Railway Companies, herein called "the seven Companies," or with any one or more of them with respect to the use, working, and maintenance and management of the said Bishop's Castle Railway, and of the said intended railways and works of the Company, or any part thereof respectively, with respect to the supply of rolling and working stock, and with respect to the traffic over the railways of the Company, and of the seven Companies respectively, or any part thereof, and the fixing, collection, and apportionment of the tolls and profits arising therefrom, and to enable the seven Companies and the Company, or any or either of them, to apply any portion of their income or capital to the purposes of any such contracts, arrangements, and agreements, and to appoint joint committees for such purposes.

To make provisions for facilitating the interchange and transmission of traffic from, to, over, and beyond the railways of the Company, and the respective railways of the seven Companies, and for securing through booking, through engines, carriages, and waggons, and mileage rates from, to, over, and beyond those railways respectively, or any of them, also for fixing or ascertaining and settling the tolls, rates, and sums to be levied or charged, and the terms and conditions to be imposed for and in respect of any of the purposes aforesaid, and to make such alterations and reductions of the tolls, rates, and charges authorized to be levied upon the said railways, or either of them, as may be necessary or expedient, and to enable the Company and the seven Companies, or any of them, from time to time, to enter into agreements with respect to all or any of the matters aforesaid, and to confirm or otherwise sanction any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement, to confer all necessary powers for effecting the objects aforesaid, or any of them, by arbitration or otherwise.

To enable the Company to apply their corporate funds for the purposes of the intended Act, or any of them, and to raise further sums for such purposes, or any of them, and for the general purposes of their undertaking, by the creation of new shares, or by borrowing, or by either of those means as part of their general capital and

funds, or wholly, or in part as a separate capital charged principally or exclusively on all or any part of the said intended railways and works.

And the said Act will alter, amend, extend, and enlarge, so far as it may be necessary for the purposes aforesaid, all or some of the powers and provisions of the several Acts following, or some of them, that is to say:—3 and 4 of William IV, cap. 36; 9 and 10 Vic., cap. 204, and the several other Acts relating to the London and North-Western Railway Company; 5 and 6 William IV, cap. 107; 8 and 9 Vic., cap. 184; 23 and 24 Vic., cap. 81; 26 and 27 Vic., cap. 113, and the several other Acts relating to the Great Western Railway Company; the 17 Vic., cap. 227, and the several other Acts relating to the Severn Valley Railway Company; the 9 and 10 Vic., cap. 395; the 25 and 26 Vic., cap. 198, and the several other Acts relating to the Shrewbury and Hereford Railway Company; the Bishop's Castle Railway Act, 1861; the 21 Vic., cap. 19; the 22 and 23 Vic., cap. 121; the 23 and 24 Vic., cap. 141, and all other Acts relating to the Knighton and Central Wales and the Central Wales Extension Railway Companies; the Cambrian Railways Act, 1864, and all other Acts relating to the Cambrian Railways Company, and the late Oswestry and Newtown and Llanidloes and Newtown Railway Companies, respectively; the 22 and 23 Vic., cap. 63, and all other Acts relating to the Mid-Wales Railway Company; the 23 and 24 Vic., cap. 175, and all other Acts relating to the Manchester and Milford Railway Company, and generally all and every Acts or Act relating to either of the before-mentioned Companies.

The intended Act will also incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts (Amendment Act), 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

Duplicate plans and sections, describing the lines and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, and a published map with the lines of the intended 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 Montgomery, at his office at Welshpool, and with the Clerk of the Peace for Shropshire, at his office at Shrewsbury, and on or before the same 30th day of November instant, a copy of so much of the said plans and sections and books of reference as relate to each parish in or through which the said intended railways and works will be constructed, together with a copy of this notice as published in the London Gazette, will be deposited with the clerk of such parish, at his residence, and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence; and 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 10th day of November, 1864.

*Thomas Griffiths*, Bishop's Castle,  
*William Wilding*, Montgomery,

Solicitors for the Bill.

In Parliament—Session 1865.

#### Guisborough Improvement.

(Appointment of Local Board of Health.—Application of Public Health and Local Government Acts, with Variations—Purchase of Gas Works and Supply of Gas—New and Altered Rates, and Powers to Borrow Money.)

A PPLICATION is intended to be made to Parliament next session for leave to bring in a Bill to apply to, and put in force within the township of Guisborough, in the county of York, the Acts or some, or some parts of the Acts following, viz.: "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act (1858) Amendment Act, 1861," "The Local Government Act Amendment Act, 1863," "The Public Health Supplemental Act, 1849," and the Acts amending those Acts, or any of them (including the powers of borrowing money and of levying rates, rents, duties, stallages, fees, and charges) with such alterations and additions as may be deemed expedient.

And it is intended by the Bill to constitute the township of Guisborough a district for the purposes of those Acts, and to appoint by the Bill the first Local Board of Health, and provide for the appointment of their successors, and to provide that the rates, rents, and charges leviable under the said Acts, or the Bill, or some of them, or some part thereof, shall in certain cases be assessed upon and paid by the owners instead of the occupiers of property, and to confer, vary, or extinguish exemptions from the payment of such rates, rents, and charges, and to alter the mode of election of the Local Board of Health under those Acts, the electors and their qualifications and mode of voting, and the authority or consents required for any of the purposes of such Acts, and the persons by whom the same shall be given.

And it is intended by the Bill to empower the said Local Board to purchase, by agreement, the works, plant, property, and undertaking of the Guisborough Gas Company, and to enable them to sell the same upon and for such terms and consideration as may be agreed upon, and (if expedient) to provide for the dissolution of that Company, and to empower the said Local Board to hold and use such works, plant, and property, for the benefit of the district, and to supply gas for public and private purposes within the said district, and to exercise therein the powers of "The Gas Works Clauses Act, 1847," which will be incorporated with the Bill, and to provide and supply meters; and for the purposes of the Bill to levy additional or increased rates, rents, duties, stallages, fees, and charges under the aforesaid Acts, and under the Bill, and also rents for gas supplied, and to confer exemptions from payment of the same respectively, and to borrow money on the security thereof, and to grant annuities or rent charges; to vary (so far as may be deemed expedient) the rates, rents, duties, stallages, fees, and charges leviable under the aforesaid Acts, and to confer, vary, or extinguish exemptions from the payment thereof; and to vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

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 next.

Dated this 14th day of November, 1864.

*T. T. Trevor*, Guisborough, Solicitor for the said Bill.

*J. Dorington and Co.*, 6 Parliament-street, Parliamentary Agents.

Bedford, Northampton, and Weedon Railway.  
(Incorporation of Company—Construction of Railways—Working, Traffic, and other Arrangements and facilities affecting the Midland, the London and North-Western, and the Daventry Railway Companies—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 for the following purposes, or some of them:—To incorporate a Company (hereinafter referred to as the Company), and to empower the Company to make and maintain the Railways following, or some, or one of them, with all proper approaches, stations, works, and conveniences connected therewith respectively (that is to say):—

1. A railway (No. 1) commencing in the parish of Bromham, in the county of Bedford, by a junction with the Leicester and Hitchin Branch of the Midland Railway, at a point at or near to a post on the said branch marked "18," and which post denotes a distance of 18 miles from Hitchin on that railway, and terminating in the parish of All Saints, in the town and borough of Northampton, in a garden belonging to the the Master and Co-Brethren of St. John's Hospital, and in the occupation of James Mold, abutting on the south side of St. John-street, and bounded on the west by a factory or workshops in the occupation of Mr. John East.

2. A railway (No. 2) commencing in the parish of Hardingstone, in the county of Northampton, by a junction with the intended Railway No. 1, in a field situate on the north side of, and abutting on the railway of the London and North-Western Railway Company from Blisworth to Peterborough, the eastern boundary of which said field is about 33 yards to the westward of a post situate on the last-mentioned Railway, which post is marked " $\frac{1}{2}$ ," and denotes a distance of  $68\frac{1}{2}$  miles from London on that Railway, and terminating in the said parish of Hardingstone, by a junction with the said Railway from Blisworth to Peterborough, at or near to a point about 1 chain to the eastward of a post on that Railway marked "68," and denoting a distance of 68 miles from London.

3. A railway (No. 3) commencing in the said parish of Hardingstone, by a junction with the intended Railway No. 1, in a field situate on the north side of and abutting on the railway of the London and North-Western Railway Company from Blisworth to Peterborough, the eastern boundary of which said field is about 33 yards to the westward of a post on the said last-mentioned railway, which post is marked " $\frac{1}{2}$ ," and denotes a distance of  $68\frac{1}{2}$  miles from London on that railway, and terminating in the said parish of Hardingstone by a junction with the said railway from Blisworth to Peterborough, at a point about four chains to the eastward of a post on that railway marked " $\frac{3}{4}$ ," denoting a distance of  $68\frac{3}{4}$  miles from London.

4. A railway (No. 4), commencing in the parish of All Saints, in the town and borough of Northampton, by a junction with the intended Railway No. 1, at the termination thereof as above described, and terminating in the parish of St. Peter, in the said town and borough of Northampton, by a junction with the Northampton and Market Harborough Branch of the London and North-Western Railway, at or near the point where that Branch Railway passes under a bridge in the said town and borough of Northampton, called or known as the West Bridge.

5. A railway (No. 5) commencing in the parish of all Saints, in the town and borough of North-

ampton, by a junction with the intended Railway No. 4, in a piece of ground belonging to the Northampton Gas Light Company, situate on the north side of and abutting on Mill-lane, and in which piece of ground is erected a gasometer, and terminating in the said parish of Hardingstone by a junction with the Northampton and Market Harborough Branch of the London and North-Western Railway, at or near to the point where the Branch Railway from the Northampton Gas Light Company's yards forms a junction with the said Northampton and Market Harborough Branch Railway.

6. A railway (No. 6) commencing in the parish of All Saints, in the borough of Northampton, by a junction with the intended Railway No. 4, in a piece of ground belonging to the Northampton Gas Light Company, situate on the north side of and abutting on Mill-lane, and in which piece of ground is erected a gasometer, and terminating in the parish of Dodford, in the said county of Northampton, by a junction with the authorised Weedon and Daventry Railway, in a pasture field in the occupation of William Henry Hewitt, and at a distance of about 10 chains to the westward of the crossing by the said authorised Daventry Railway of the road leading from Dodford into Watling-street, as shown upon the plans of the Daventry Railway deposited with the Clerk of the Peace for the county of Northampton in November, 1861.

7. A railway (No. 7) commencing in the parish of Upton, in the county of Northampton, by a junction with the intended railway, No. 6, in a pasture field called Little Meadow, in the occupation of John Spokes, and in which field is erected the mill called Upton Mill, and terminating in the said parish of Hardingstone by a junction with the Railway of the London and North-Western Railway Company from Blisworth to Peterborough, at or near the post marked "66" on that railway, which post denotes a distance of 66 miles from London.

8. A railway (No. 8) commencing in the parish of Dodford, in the county of Northampton, by a junction with the intended railway No. 6, in a pasture field occupied by Ralph Humphrey, bounded on the west by the Grand Junction Canal at a point where the said canal lies opposite to and eastward of a post on the London and North-Western Railway, marked "70," and which post denotes a distance of 70 miles from London on that railway, and terminating in the said parish of Dodford by a junction with the main line of the London and North-Western Railway, at or near to the northern end of the up-platform at Weedon Station.

9. A railway (No. 9) commencing in the said parish of Dodford, by a junction with the intended Railway No. 6, in a pasture field occupied by Ralph Humphrey, bounded on the west by the Grand Junction Canal at a point where the said canal lies opposite to and eastward of a post on the London and North-Western Railway marked "70," and which post denotes a distance of 70 miles from London, and terminating in the said parish of Dodford, by a junction with the main line of the London and North-Western Railway Company, at a point about 4 chains north of the bridge which carries the road leading from Dodford to Watling-street over the said last-mentioned railway, which said intended railways and works will be made or pass from, through, or into the parishes, townships, and extra-parochial or other places following; or some of them, that is to say, Bromham, Oakley, Stevington otherwise Steventon, Turvey, Carlton, and Stagsden, in the county of Bedford; Newton-Blossomville, Astwood, Hardmead, Cold-Brayfield,

Clifton-Reynes, Olney, Olney Park, Emberton, Weston Underwood, Ravenstone, Stoke Goldington, Lavendon, and Warrington, in the county of Buckingham, Hardingstone, Horton, Castle Ashby Piddington, Preston Deanery, Cogenhoe or Cooknoe, Great Houghton, Little Houghton, Abington, Dallington, Brayfield-on-the-Green, Denton, Yardley Hastings, Hackleton, Wootton, Upton, Duston, Harpole, Kissingbury, Rothersthorpe, Bugbrook, Nether Heyford, Floore or Flower, Brookhall, Weedon Beck, Weedon, Upper Weedon, Weedon-on-the-street, Dodford, Newnham, Stowe Nine Churches, Upper Heyford, and Northampton Borough, in the county of Northampton; and All Saints, St. Peter, St. Giles, and priory of St. Andrew or town, part, in the town and borough of Northampton.

To empower the Company to cross, stop up, alter, or divert roads, highways, streets, railways, tramways, canals, navigations, and other works within the before-named parishes, townships, and extra-parochial or other places, or any of them, to purchase by compulsion or otherwise, lands, houses, and other property, to vary or extinguish any rights or privileges which would in any manner impede or interfere with the objects of the intended Act, and to confer other rights and privileges.

To levy tolls, rates, and duties for, or in respect of the said intended railways and works, or any of them, and to alter, vary, or extinguish existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To empower the Company on the one part, and the Midland, the London and North-Western, and the Daventry Railway Companies, hereinafter called the Three Companies or any or either of them, of the other part, to enter into and carry into effect agreements and arrangements for or with reference to the management, maintenance, and repair, use, and working by the contracting Companies, or any of them, of each others railways, and works, or any part thereof, the conveyance by them of the traffic upon or over the same, and the division and apportionment of such traffic, the supply of rolling or working stock, the forwarding, interchange, and transmission of traffic to, from, and over the railways of the contracting Companies, the collection, delivery, and general conduct of traffic, the collection, taking, and levying of the tolls, rates, duties, and charges, the division of the receipts arising from the said traffic, the rents, payments, drawbacks, rebates, and allowances to be made and paid by any of the contracting Companies to the others of them, and the appointment of joint committees.

To require the three Companies to book and invoice through, receive, and convey the traffic passing to, from, over, and beyond the intended railways over the railways belonging to, or worked or leased by those Companies, or any of them, and to make provision for the speedy and convenient interchange, accommodation, and transmission of the traffic, and for the settlement of rates, and of disputes by arbitration, or in such manner as may be prescribed by the intended Act.

To alter, amend, extend, and enlarge, or to repeal some of the provisions of the local and personal Acts following, or some of them, viz., 7 and 8 Victoria, cap. 18, and any other Acts relating to or affecting the Midland Railway Company, 9 and 10 Victoria, cap. 204, and any other Acts relating to or affecting the London and North-Western Railway Company, the Daventry Railway Act, 1862 and any other Act relating to or affecting the Daventry Railway Company.

And notice is hereby also given, that on or before the 30th day of November instant maps, plans,

and sections of the intended railways and works, 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 Bedford, at his office at Bedford; with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury; and with the Clerk of the Peace for the county of Northampton, at his office at Northampton; 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 parish or extra-parochial place in or through which the said railways and works are intended to be made or pass, with a copy of this notice, will be deposited for public inspection 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 each such extra-parochial place, at his residence.

And notice is hereby further given, that printed copies of the Bill for effecting the objects aforesaid 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, 1864.

*Hodding, Townsend and Co., 3, Princes-street, Westminster.*

*T. W. and J. Pearse, and Turnley and Sharman, at Bedford.*

*John Garrard, at Olney.*

*A. B. and H. P. Markham, at Northampton.*

*Solicitors for the Bill.*

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

London, Worcester, and South Wales Railway.  
(Stratford-on-Avon to Worcester.)

(Incorporation of Company—Construction of Railways—Powers over Evesham and Redditch and East and West Junction Railways—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 (hereinafter called "The Company"), and to confer upon such Company powers to make and maintain the following railways, some or one of them, with all proper stations, approaches, works, and conveniences connected therewith: that is to say:—

1. A railway commencing in the parish of Old Stratford, in the county of Warwick, by a junction with the authorised line of the East and West Junction Railway, in a field numbered 101, in the said parish, on the deposited plans of that railway referred to in the East and West Junction Railway Act, 1864, and terminating in the parish of Claines, in the county of the city of Worcester, by a junction with the Great Western Railway (Worcester to Hereford) at or near the bridge carrying the the said railway over the turnpike road leading from Worcester to Astwood.

2. A railway commencing in the parish of Claines, in the county of the city of Worcester, by a junction with the hereinbefore described Railway No. 1, near to the termination thereof, in or near a piece of land belonging to and in the occupation of the Great Western Railway Company, adjoining and to the northward of the said Great Western Railway, and abutting eastward on the said road from Worcester to Astford, and terminating in the parish of Saint Nicholas, in the county of the city of Worcester, at Sansom-walk, opposite to Pierpoint-street.



3. A railway commencing in the parish of Bidford, in the county of Warwick, by a junction with the hereinbefore described Railway No. 1, in a field known as Elton's Close, belonging to William Smith, in the occupation of John Ledbrook, and terminating in the parish of Salford Priors, in the same county, by a junction with the authorised line of the Evesham and Redditch Railway, in a field numbered 170, in the said parish, on the deposited plans of that railway referred to in the Evesham and Redditch Railway Act, 1863, which said railways will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Old Stratford, Stratford-on-Avon, Shottery, Ludington, Binton, Temple Grafton, Bidford, and Salford Priors, in the county of Warwick; Rouse-lench, Abbot's Moreton, Inkberrow, Dormstone, Kington, Flyford Flavell, Grafton Flyford, North Piddle, Upton Snodsbury, Broughton Hackett, Churchill, Crowle, Bredicot, Tibberton, Spechley, Warndon, Claines, and St. Martin, in the county of Worcester; and Claines, St. Martin, and St. Nicholas, in the county of the city of Worcester.

For the purposes of the said railways and works it is intended by the Bill to apply for power to cross, divert, alter, or stop up, whether temporarily or permanently, roads, railways, tramways, drains, rivers, and canals; to purchase lands, houses, and other property compulsory; to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

The Bill will also enable the proposed Company on the one hand, and the East and West Junction Railway Company on the other hand, from time to time to enter into and fulfil agreements for and in respect of the construction, working, management, maintenance, and use of the proposed railways, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic, the payments to be made and the division and appropriation of the revenue arising from such traffic, and the appointment of joint committees for carrying into effect any such agreements.

And provision will also be made in the said Bill requiring and authorising the East and West Junction Railway Company and the Evesham and Redditch Railway Company, or either of them, to grant all proper and reasonable facilities for the transmission upon and along their railways, or any part thereof of all traffic which, having passed over or being destined for the said intended railways or any part thereof, may be tendered to them for transmission along their own railways or any part thereof for the purpose of being conveyed on and along the said intended railways or any part thereof, 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.

To empower the Company and other Companies and persons working or using the said intended railways, either by agreement or otherwise, to run over, work and use with their engines and carriages, and for the purposes of their traffic of every description, the railway, stations, offices, water engines, and works, and conveniences of every description, of the East and West Junction Railway Company, and the Evesham and Redditch Railway Company, or either of them, upon such terms and conditions as may be defined in the said Bill, or as may be settled (in default of agreement) by arbitration or by the Board of Trade; and further, to require the said Companies, or either of

them, to afford all requisite facilities for the aforesaid purposes.

The Bill will incorporate with itself the necessary provisions of "The Companies Clauses Consolidation Acts, 1845 and 1863;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1863;" and "The Railways Clauses Consolidation Acts, 1845 and 1863;" and it will amend and enlarge the powers and provisions of the East and West Junction Railway Act, 1864, and the Evesham and Redditch Railway Act, 1863; and the Bill will alter and extinguish all existing rights and privileges which will interfere with any of its objects.

Duplicate plans and sections describing the line, situation, and levels of the proposed railways and works, and the lands, houses, and other property in or through which they will be made, together with a book of reference to such plans containing the names of the owners or lessees, or reputed owners or lessees, and of the occupiers of such lands, houses, and other property; also a published map with the lines of railway delineated thereon so as to show their general course and direction, and a copy of this Notice, as published in the London Gazette, will, on or before the 30th day of November inst., be deposited for public inspection with the Clerk of the Peace for the county of Warwick, at his office at Stratford-on-Avon, in the said county, with the Clerk of the Peace for the county of Worcester, at his office at Worcester, and with the Clerk of the Peace for the City of Worcester, at his office at Worcester; and on or before the same day a copy of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said railways and works will be made, or in which any lands or other property to be taken are situate, and a copy of this Notice, will be deposited with the parish clerk of each such parish at his residence, and in case of any extra-parochial place the said documents will be deposited with the clerk of some parish immediately adjoining such extra-parochial place at his place of abode.

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

Dated this 8th day of November, 1864.

*Jones and Son, Alcester,* } Solicitors for  
*Richard P. Hill, Worcester,* } the Bill.

*Manning and Walker, 20, Great George-street, Westminster, Parliamentary Agents.*

In Parliament—Session 1865.

Spilsby and Firsby Railway.

(Incorporation of Company, Construction of Railway, Working and other Arrangements with the Great Northern Railway Company.)

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, hereinafter called "The Company," and to confer on the Company all or some of the following powers, that is to say:—

1. To make and maintain the railway hereinafter mentioned, with all proper and necessary stations, approaches, sidings, works, and conveniences thereto, that is to say:—

A railway commencing by a junction with the East Lincolnshire Railway at or near fifteen chains, or thereabouts, south of the Firsby station of that railway, in the parish of Firsby, in the county of Lincoln, parts of Lindsey, and terminating in a field in the parish of Spilsby, in the said county of Lincoln, belonging to the

Right Honourable Lord Willoughby D'Eresby, in the occupation of West John Rainey, and which said intended railway and works will be made or pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places following, or some of them, that is to say:—Firsby, Great Steeping, Halton Holegate, Toynton St. Peters, and Spilsby, all in the said county of Lincoln, parts of Lindsey.

2. To deviate laterally from the lines of the works to the extent shown on the plans, and to deviate vertically from the levels as shown on the sections hereinafter mentioned.

3. To empower the said Company 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 therewith.

4. To enable the Company to make such openings in, and alterations of, the Great Northern Railway as may be necessary for the purposes of the said Bill, and to cross under, over, or on the level of, and to stop up, alter, or divert, whether temporarily or permanently, all such roads, streets, thoroughfares, bridges, canals, railways, watercourses, sewers, pipes, and drains within the aforesaid parishes, townships, townlands, and extra-parochial and other places, as may be necessary for any of the purposes of the said Bill.

5. To levy tolls, rates, and duties in respect of the said railway and works, and for the conveyance of the traffic thereof, 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.

6. To enable the Company on the one hand, and the Great Northern Railway Company on the other hand, from time to time, to enter into and fulfil agreements for or in respect of the following matters:—

The working, management, maintenance, and use of the intended railway, or any part or parts thereof respectively, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic on the railway. The payments to be made and the conditions to be performed with respect to such working, management, maintenance, use, and services. The interchange, accommodation, and conveyance of traffic coming from, or destined for, the undertakings of the contracting Companies, and the division and appropriation of the revenue arising from that traffic, and the Bill will also authorize the appointment of a joint committee for carrying into effect any such agreement or agreements as aforesaid; and it will confirm any agreement or agreements already made, or which, prior to the passing of the Bill, may be made, touching any of the matters aforesaid.

7. To enable the Company to lease in perpetuity, or for a term of years, or to transfer to the Great Northern Railway Company the railway, works, property, and effects, rights, powers, privileges, and authorities of the Company, upon such terms and conditions, and for such considerations as may have been, or may hereafter be agreed upon, or as may be fixed, ascertained, and determined by the said Bill, and to enable the Great Northern Railway Company to take the lease or transfer accordingly, and to raise money by shares, or by borrowing, or otherwise

for the purpose, and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, and to enable the Company and the Great Northern Railway Company to enter into such agreements as they may think fit for effecting those purposes, or any of them, and to confirm any agreements which may have been or may hereafter be entered into with respect to any such lease or transfer, or to effect any amalgamation instead of any such lease or transfer.

8. To enable the Company to run over and use with engines, carriages, and waggons so much of the East Lincolnshire Railway as lies between the point of junction of the said intended railway with the East Lincolnshire Railway and the Firsby station of that railway, and also to use the said Firsby station, together with all sidings, places, and other works and conveniences in connection therewith, upon such terms and conditions as, failing agreement, shall be prepared by the Board of Trade.

9. To incorporate with the Bill the necessary provisions of the "Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act Amendment Act, 1860," "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

10. To alter, amend, extend, and enlarge, or repeal, so far as may be necessary for the purposes of the said Bill, all or some of the powers and provisions of the local and personal Acts following, that is to say:—9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 118, 125, 143, 146, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., cap. 45 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 188; 21 and 22 Vic., cap. 113; 22 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., cap. 1; and 26 and 27 Vic., caps. 147, 191, and 203, and all or any other Acts relating to the Great Northern Railway Company.

Duplicate plans and sections of the said intended railway, with a book of reference thereto and a copy of this notice as published in the London Gazette, and a published map, with the line of railway delineated thereon, will be deposited, on or before the 30th day of November instant, with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby aforesaid, in the said county; and 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 intended railway and works will be made, or in which any houses, lands, or other property, intended to be taken, are situate, together with a copy of the said Gazette notice, will be deposited for public inspection in the case of each such 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. Printed copies of the said 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 7th day of November, 1864.

*Walker, Sons, and Rainey, Spilsby;*  
*Thomas Thimbleby, Spilsby;*

Joint Solicitors.  
*Sudlow and Co., 8, Manchester Buildings,*  
*Westminster, Parliamentary Agents.*

Central Wales and Staffordshire Junction  
Railway.

(Incorporation of Company; New Railways between Craven Arms, Wenlock, Dudley, Sturbridge, and Wolverhampton; Working Arrangements with other Companies; Running Powers and Facilities over other Railways; Amendment of Acts, &c.)

NOTICE 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"), with power to make and maintain the railways following, or some of them, or some part or parts thereof, with all proper stations, approaches, works, and conveniences connected therewith, respectively, that is to say:—

No. 1. A railway commencing in the parish of Stokesay, in the county of Salop, by a junction with the Knighton Railway at a point thereon about 40 yards southward of the bridge which carries the Knighton and the Shrewsbury and Hereford Railways over the turnpike road from Craven Arms to Knighton and Bishop's Castle, and terminating in the parish of Oldbury, in the same county, in a field belonging to Thomas Charlton Whitmore, Esquire, and now or lately occupied by Henry Vickers, which field adjoins the western side of the Bridgnorth Station of the Severn Valley Railway.

No. 2. A railway commencing in the said parish of Oldbury, from and out of the intended Railway No. 1, at or near the termination of that railway, and terminating in the parish of Bushbury, in the county of Stafford, by a junction with the Shrewsbury and Birmingham line of the Great Western Railway Company, at or near the north-western end of the viaduct which carries that line over the Birmingham Canal.

No. 3. A railway commencing in the parish of Trysull, in the county of Stafford, from and out of the intended Railway No. 2, at a point on the public highway, leading from the Dudley and New Inn turnpike-road at Smestow Tollgate to Seisdon, about 135 yards northward from the said tollgate, and terminating in the parish of Kingswinford, in the same county, by a junction with the Kingswinford branch of the West Midland section of the Great Western Railway, at or near the bridge which carries the public highway, called Shut-end lane, over that branch railway.

No. 4. A railway commencing in the said parish of Kingswinford, from and out of the intended Railway No. 3, at a point on the Stourbridge Extension Canal, about 110 yards south-west of the terminus of that canal at or near Oak Farm, and terminating in the parish of Dudley, in the county of Worcester, by a junction with the West Midland section of the Great Western Railway, about 330 yards eastward of the eastern end of the viaduct at Blowers-green, which carries that railway over the Birmingham (late Dudley) Canal.

No. 5. A railway commencing in the parish of Wombourne, in the county of Stafford, from and out of the intended Railway No. 3, in the private road leading from the Dudley and New Inn Turnpike-road to Smestow Mill, at a point on such private road 180 yards or thereabouts south-west of its junction with the said turnpike-road, and terminating in a field in the said parish of Wombourne, 130 yards or thereabouts south-east of the bridge which carries the public road from Swindon over the Staffordshire and Worcestershire Canal, which field, called Walker's Close or Great Meadow, belongs to and is occupied by James Perry, Esquire, and is situate on the west side of and adjoins the said canal.

No. 6. A railway commencing in the parish of Stanton-Long, in the county of Salop, from and out of the said intended Railway No. 1, at a point in a field belonging to Lord Wenlock, and now or lately occupied by John Massie, about 170 yards westward of the fence forming the boundary between the parishes of Stanton-Long and Monk-hopton, and about 75 yards southward of the stream forming the boundary between the parishes of Stanton-Long and Much Wenlock, and terminating in Presthope, in the parish of Much Wenlock, in the same county, by a junction with the Wenlock Railway, at or near the point where that railway passes under the public road leading from the Church Stretton and Much Wenlock turnpike-road to Bourton, southward of the Westwood Toll-bar.

No. 7. A railway commencing in the parish of Acton-Round, in the county of Salop, from and out of the said intended Railway No. 1, at a point in a field belonging to Lord Wenlock, and occupied by Edward Tipton, about 280 yards eastward of the fence forming the boundary between the parishes of Acton-Round and Monk-hopton, and about 120 yards southward of the stream forming the boundary between the parishes of Acton-Round and Much Wenlock, and terminating in the parish of Much Wenlock by a junction with the intended Railway No. 6, at a point in a field called Burnt Leasow, belonging to Lord Wenlock, and occupied by John Massie, about 670 yards north westward of the said point of commencement of the intended Railway No. 7.

No. 8. A railway commencing from and out of the said intended Railway No. 6, in the said parish of Much Wenlock, at a point in the field called Willow-ground, belonging to Lord Wenlock, and occupied by Ann Instone, about 450 yards south-east of the platform of the intended Presthope Station on the Wenlock Railway, and terminating at Presthope, in the same parish, by a junction with the Wenlock Railway, about 80 yards eastward of the said platform.

No. 9. A railway commencing in the said parish of Bushbury, from and out of the said intended Railway No. 2, in a field belonging to Alexander Hordern, Esquire, and now or lately occupied by Joseph Bickford, about 100 yards eastward of the Autherley or Aldersley Junction of the Birmingham Canal with the Staffordshire and Worcestershire Canal, and terminating in the township of Wednesfield, in the parish of Wolverhampton, in the county of Stafford, by a junction with the authorised Cannock Chase and Wolverhampton Railway, at or near the point marked nine miles, in the field No. 114, on the plan deposited in respect of that railway with the Clerk of the Peace for the county of Stafford, in the month of November, 1863.

No. 10. A railway commencing near Craven Arms Hotel, in the said parish of Stokesay, by a junction with the Knighton Railway about 600 yards westward of the said bridge, carrying the Knighton and the Shrewsbury and Hereford Railways over the turnpike road from Craven Arms to Knighton and Bishop's Castle, and terminating in the same parish by a junction with the said intended Railway No. 1, at a point in a field belonging to Catherine Jane Oldnall, on the west side of and adjoining the Shrewsbury and Hereford Railway, which point is situate about 470 yards south-eastward of the last-mentioned bridge.

No. 11. A railway commencing in the parish of Bushbury, in the county of Stafford, from and out of the said intended Railway No. 9, at a place called Gosbrook, on the turnpike road leading from Wolverhampton to Stafford, about twenty

yards northward of the bridge carrying that road over the Birmingham Canal, and terminating in the parish of Wolverhampton, in the same county, by a junction with the London and North-Western Railway, at or near the bridge in Wolverhampton, carrying that railway over the turnpike road leading from Wolverhampton to Cannock.

All which said several railways, numbered respectively 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, and 11, 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;—Stokesay, Newton Stoke, otherwise Newton and Stoke, Wettleton, Norton and Bache, Culmington, Medley Park, Elsie, Sparchford, Corfton, Diddlebury, otherwise Delbury, Lawton, Burley, Sparchford, Little Sutton, Great Sutton, Callaughton, Bradley, Burton, otherwise Bourton, Presthope, Lea Farm, Westwood, Westwood Common, Edgewood, Hoarley Grange, The Coates, The Quarries, Much Wenlock, Sutton, Peaton, The Parks, otherwise the Lower Parks, Munslow Aston, Munslow, Tugford, Broncroft, Baucot, Millichap, otherwise Millichope, Hungerford, The Thonglands, Clee Saint Margaret, Holdgate, otherwise Holgate, Brookhampton, Stanton-Long, Shipton, Skimblescott, Weston, Patton, Brockton, Monkhall, Monkhopton, Acton Round, otherwise Round Acton, Aston Eyre, Morville, Haughton, Bridgewalton, Underton, Tasley, Cross Houses, Oldbury, Saint Leonard Bridgnorth, Saint Mary Magdalene Bridgnorth, Bridgnorth, Knoll Sands, Eardington, Quatford, Stanmore Grove, Worfield, Barnsley, Hoccom, Woundall, otherwise Woundale, Chicknell, Farmcote, Beobridge, Broughton, Heathton, Claverley, Aston, Whittimore, and Bobbington, in the county of Salop; Bobbington, Halfpenny Green, Trysull, Wombourne, Seisdon, Swindon, Smestow, Woodford Grange, Ebstreay, Oundale, The Bratch, Orton, otherwise Orleton, Penn, Lower Penn, Himley, Kingswinford, Wall Heath, Shut-End, Pennett, Aldersley, otherwise Autherley, Perton, Trescott, Langley, Brierley, Wightwick, Compton, Tettenhall, Tettenhall Clericorum, Tettenhall Regis, Tettenhall Wood, Bushbury, Gosbrook, Oxley, Show-Hill, Wolverhampton, and Wednesfield, in the county of Stafford; and Dudley, in the county of Worcester.

The intended Act will authorise the Company to effect all or some of the following objects, viz.:—

To deviate laterally from the lines of the intended works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the level as shown on the sections as hereinafter mentioned.

To purchase and acquire lands, houses, and other property by compulsion or agreement for the purposes of the said intended railways and works, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands, houses, and property which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways and works, or with the objects of the intended Act, and to confer other rights and privileges, and also to use, alter, cross, divert, or stop up, either temporarily or permanently, all turnpike and other roads, ways, paths, passages, railways, tramways, aqueducts, bridges, weirs, canals, rivers, streams, sewers, pipes, and other works with which it may be necessary to interfere in the construction of the said intended railways and works or any of them.

To levy tolls, rates, and charges for, or in respect of the use of the said intended railways and works, and of the railways and portions of railways to be used by the Company as hereinafter

mentioned; to vary existing tolls, rates, and charges, and to grant exemptions from tolls, rates, and charges.

And the said intended Act will empower the Company and all Companies and persons lawfully working or using their railways, or any part thereof, to run over, work, and use with their respective engines and carriages, and for the purposes of traffic of every description, upon rates, payments, terms, and conditions, to be prescribed by or under the said intended Act, or (failing agreement) settled by arbitration.

1. So much of the lines of the Great Western Railway Company, and of the London and North-Western Railway Company respectively as are situate between the termination of the said intended Railways No. 2 and No. 11, and the respective stations of those Companies at Wolverhampton known as the Low Level and High Level Stations, including those stations.

2. So much of the Kingswinford Branch and of the main line of the West Midland section of the Great Western Railway Company as lies between the said intended Railway No. 3 and Stourbridge, including the station there.

3. So much of the West Midland section of the Great Western Railway as is situate between the junction with that railway of the said intended Railway No. 4, and the Dudley Station belonging to the Great Western Railway Company, including that station and also the Netherton Station. Together with all stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraphs, signals, and machinery in and upon those railways or portions of railways respectively; and to require the Companies and persons owning and working those railways and portions of railways respectively to afford and render all services and facilities for the purposes aforesaid.

And the said intended Act will also empower the Company to enter into and carry into effect contracts, arrangements, and agreements with the London and North-Western, Great Western, South Staffordshire, Central Wales, Central Wales Extension, Knighton, Bishop's Castle, Wenlock, and Cannock Chase and Wolverhampton Railway Companies (hereinafter called "The Nine Companies") or with any one or more of them, with respect to the use, working, maintenance, and management of the said intended railways and works of the Company, or any part thereof, with respect to the supply of rolling or working stock, and with respect to the traffic passing over the railways of the Company and of the Nine Companies respectively, or any part thereof, and the fixing, collection, and apportionment of the tolls and profits arising therefrom; and to enable the Nine Companies and the Company, or any or either of them, to apply any portion of their income or capital to the purposes of any such contracts, arrangements, and agreements.

The said intended Act will also make provision for facilitating the interchange and transmission of traffic from, to, over, and beyond the railways of the Company and the respective railways of the Nine Companies, and for securing through booking, through engines, carriages and waggons, and mileage rates from, to, over, and beyond those railways respectively, or any of them; also for fixing or ascertaining and settling the tolls, rates, and sums to be levied or charged, and the terms and conditions to be imposed for or in respect of any of the purposes aforesaid; and to make such alterations and reductions of the tolls, rates, and charges authorised

to be levied upon the said railways, or either of them, as may be necessary or expedient; and to enable the Company and the Nine Companies, or any of them, from time to time to enter into agreements with respect to all or any of the matters aforesaid, and to confirm or otherwise sanction any such agreements as may have been entered into prior to the passing of the said intended Act, or in default of agreement to confer all necessary powers for effecting the objects aforesaid, or any of them, by arbitration or otherwise.

The intended Act will further provide for the appointment of joint committees by the Company and such of the Nine Companies as may become parties to any such contract, arrangement, or agreement as is hereinbefore mentioned, and for the delegation to and exercise by such committees and the members thereof of all the powers of the companies and directors by whom they may be respectively appointed.

And the said Act will alter, amend, extend, and enlarge, so far as may be necessary for any of the purposes aforesaid, all or some of the powers and provisions of the several Acts following, or some of them, that is to say,—3 and 4 Will. IV., cap. 36; 9 and 10 Vic., cap. 204; and of the several other Acts relating to the London and North-Western Railway; 5 and 6 Will. IV., cap. 107; 8 and 9 Vic., cap. 184; 23 and 24 Vic., cap. 81; 26 and 27 Vic., cap. 113; and of the several other Acts relating to the Great Western Railway Company; 9 and 10 Vic., cap. 300, and 10 and 11 Vic., cap. 189, and of the other Acts relating to the South Staffordshire Railway; "The Knighton Railway Act, 1858," "The Central Wales Railway Act, 1859," "The Central Wales Railway Act, 1863," "The Central Wales Extension Railway Act, 1860," "The Central Wales Extension Railway Act, 1863," "The Bishop's Castle Railway Act, 1861," "The Wenlock Railway Act, 1861," "The Wenlock Railway Company's Act, 1864," and "The Cannock Chase and Wolverhampton Railway Act, 1864."

The intended Act will also incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts (Amendment) Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Duplicate plans and sections describing the lines and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and property, and a published map with the lines of the intended 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 Salop, at his office, at Shrewsbury; with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and on or before the same 30th day of November instant 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 railways and works will be constructed, together with a copy of this notice, as published in the "London Gazette," will be deposited with the Clerk of each such parish at his residence, and as regards any extra

parochial place with the Parish Clerk of some adjoining parish at his residence.

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 10th day of November, 1864.

*G. A. Crawley, Arnold, and Green, 20, Whitehall-place, Westminster.*

*H. M. Wainwright, Dudley.*

*R. O. Backhouse, Bridgnorth.*

*W. Wilding, Montgomery.—Solicitors.*

*William Bell, 26, Duke-street, Westminster, Parliamentary Agent.*

#### Llantrissant and Taff Vale Junction Railway.

(Additional Junction with the Taff Vale Railway and Extension of Llantrissant Common Branch—Power to lay down a third Rail on a portion of the Ely Valley Railway and on the Ely Valley Extension Railway, and to use such Railways—Power to make Agreements—Power to Raise further Sums—Amendment of Acts.)

**N**OTICE 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 enable the Llantrissant and Taff Vale Junction Railway Company (herein called "the Company") to make and maintain the following railways, or one of them, with all proper stations, works, and conveniences connected therewith respectively (that is to say):—

A railway (herein called Railway No. 1), being wholly situate within the parish of Llantwit Fardre, in the county of Glamorgan, and commencing by a junction with the Llantrissant and Taff Vale Junction Railway, at or near the post on that railway denoting the distance of three-quarters of a mile from the commencement of that railway, at the junction thereof with the Taff Vale Railway, and terminating by a junction with the Taff Vale Railway, at a point thereon 198 yards, or thereabouts, south of the post on the Taff Vale Railway denoting the distance of nine miles and a-half from the terminus of the Taff Vale Railway at Cardiff.

A railway (herein called Railway No. 2) commencing in the parish of Llantrissant, in the county of Glamorgan, by a junction with the Llantrissant common branch of the Llantrissant and Taff Vale Junction Railway, at a point two hundred and sixty-four yards or thereabouts south of the termination of the said Llantrissant common branch, near the south-eastern corner of Llantrissant Common, passing through the parishes, townships, or places of Llantrissant and Llanharan, in the county of Glamorgan, and terminating by a junction with the Ely Valley Railway, at or near a point thereon 220 yards or thereabouts north of the bridge which carries the Ely Valley Railway over the River Ely, opposite a farmhouse called Dyffryn-isaf.

To enable the Company to make such openings in, and alterations of, the Taff Vale Railway, and of the Ely Valley Railway, as may be necessary or expedient for the purposes of the said intended junctions, and to stop up, alter, or divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, canals, rivers, or streams for the purposes of the said intended Act, or any of them.

To enable the Company, on such terms and conditions as may be agreed upon or prescribed by the intended Act, in default of agreement, to lay down and maintain upon the existing and authorised broad gauge railways, hereinafter mentioned, a third rail, so as to adapt the same for the passage of

engines and carriages of the narrow gauge of four feet eight and a half inches, as well as of the broad gauge of seven feet (that is to say), upon so much of the existing main line of the Ely Valley Railway as lies between the intended point of junction of Railway No. 2 therewith and the northern termination of such main line, and also upon the whole of the existing branch railway of the Ely Valley Railway Company, leading from the said main line to Mynydd Gellyrhaid, and also upon the whole of the authorised line of railway (now in course of construction) of the Ely Valley (Extension) Railway Company, and to enable the Company and the Ely Valley Railway Company, and the Great Western Railway Company as their lessees, and the Ely Valley (Extension) Railway Company respectively, to enter into and carry into effect contracts and agreements with respect to the laying down of the said third line of rail, either by the Company or the said other Companies, respectively, jointly, or severally, and with respect to the payment of the costs thereof.

To enable the Company, or any other company for the time being working the traffic on the railway of the Company, to run over and use with engines and carriages of every description the existing and authorised lines of railway upon which it is intended as aforesaid to lay down a third rail, together with all stations, sidings, watering places, booking offices, and other conveniences connected therewith, and to enable the Company to levy tolls and make charges on the railways of the said other Companies, or either of them; and if necessary or expedient, to alter the tolls and charges now leviable thereon.

To enable the Company to purchase lands and buildings, by compulsion or agreement, for all or any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with the lands and buildings purchased or taken, or which would in any way impede or interfere with the objects of the intended Act, or any of them.

To enable the Company to levy tolls, rates, and duties in respect of the said intended railways, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and, if necessary or expedient, to alter the tolls and charges now leviable by the Company.

To enable the Company to apply any capital or funds at their disposal, or authorised to be raised by them, to the purposes of the intended Act or any of them, and to raise further sums for such purposes or any of them, and also for the general purposes of their undertaking, by the creation of new shares either with or without preference or priority in payment of interest or dividend, and by borrowing on mortgage, or by any of those means.

To enable the Company and the Taff Vale Railway Company to enter into, and carry into effect, contracts and agreements for working the traffic upon the proposed railways, or either of them, and also on the said railways on which a third rail is intended to be laid, with the engines and carriages of the Taff Vale Railway Company: and to enable that Company to levy tolls on the said railways, or any of them.

To authorise arrangements and agreements between the Company and the Taff Vale Railway Company, and the Ely Valley Railway Company and the Great Western Railway Company, as their lessees, and the Ely Valley Extension Railway Company, or between the Company and either of the other Companies, for the interchange of traffic, and for facilitating the exchange and forwarding of traffic between the railways of the companies who may be parties to any such agreement, and for the division and apportionment of the tolls and charges arising from such traffic.

To alter, vary, or repeal the several Acts of Parliament hereinafter mentioned, or any of them (that is to say):—The Llantrissant and Taff Vale Junction Railway Act, 1861; the Acts (local) 6 William 4, cap. 82; 1 Vict., cap. 70; 3 and 4 Vict., cap. 110; 7 and 8 Vict., cap. 84; 8 and 9 Vict., cap. 159; 9 and 10 Vict., cap. 393; 11 and 12 Vict., cap. 23; 12 and 13 Vict., cap. 61; 20 and 21 Vict., cap. 153; and 26 and 27 Vict., cap. 75 relating to the Taff Vale Railway Company, and also of the Ely Valley Railway Act, 1857, and the Ely Valley Railway (Mwyndy Branch) Act, 1858; the Great Western, Hereford, Ross, and Gloucester, and Ely Valley Railways Act, 1862; the Act (local) 5 and 6 William 4, cap. 107, and all other Acts relating to the Great Western Railway Company and the Ely Valley Extension Railway Act, 1863.

On or before the 30th day of November, 1864, plans and sections of the intended railways and works, a book of reference to such plans, a published map with the lines of the 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 Glamorgan, at his office at Cardiff; 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 parish in or through which the said proposed railways and works will be made or pass, 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 of such parishes at his residence.

On or before the 23d day of December, 1864, 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 this 16th day of November, 1864.

*Benjamin Matthews*, Solicitor for the Bill.  
*Pritt and Co.*, Parliamentary Agents.

#### The Lugg Valley Railway.

(Incorporation of Company; Power to make a Railway from Presteign to join the Central Wales Railway; Power to make Agreements with other 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 incorporate a Company, herein called "The Company," and to enable the Company to make and maintain the following railway, with all proper stations, works, and conveniences connected therewith, that is to say:—

A railway commencing in the parish of Presteign, in the county of Radnor, by a junction with the Presteign Branch of the Kington and Eardisley Railway, authorized to be made by "The Kington and Eardisley Railway Act, 1864," and in that Act called Railway No. 1, at or near the termination of that railway, as now authorized to be made, and in or near a certain field called Clatterbrook Field, and terminating by a junction with the Central Wales Railway, at or near the bridge which carries the said Central Wales Railway over a road at a point about 240 yards westward of the Crug, otherwise Creeg, Farm House, in the parish of Llangunllo, in the said county of Radnor, passing through the following parishes, townships, and places, or some of them, that is to say,—Presteign, Cascob, and Litton, in the county of Hereford; Presteign, Norton, Discoed, otherwise Discoyd, Whitton, Pilleth, Bridgend, Mynachty, otherwise Mynaughty, otherwise Mynaghty, Bleddfa, Cascob, Llangunllo, and Llanbister, in the said county of Radnor.



To enable the Company to make such openings in and alterations of the Central Wales Railway, as may be necessary or expedient for the purposes of the intended railway, and to stop up, alter, divert, either temporarily or permanently, railways, tramways, turnpike and other roads, streets, rivers, or streams, for the purposes of the said intended Act or any of them.

To enable the Company to purchase lands and buildings, by compulsion or agreement, for all or any of the purposes of the intended Act, and to vary or extinguish all existing rights and privileges connected with the lands and buildings purchased or taken, or which would in any way impede or interfere with the objects of the intended Act or any of them.

To enable the Company to levy tolls, rates, and duties in respect of the said intended railway, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To enable the Company, on the one part, and the Kingston and Eardisley Railway Company, the Leominster and Kingston Railway Company, the Great Western Railway Company, the Central Wales Railway Company, and the Central Wales Extension Railway Company, or either of them, on the other part, to enter into and carry into effect, contracts and agreements with respect to the passage of engines and carriages of the Company over the railways of the said other Companies, or either of them, or any part thereof, and for the passage of engines and carriages of the said other Companies, or either of them, over the railway of the Company or any part thereof, and also for the booking, forwarding, and exchange of traffic passing to or from the railway of the Company, or any part thereof, from or to the railways of the said other Companies, or either of them, or any part thereof, and for the division and apportionment between the said Companies of the tolls and charges arising from such traffic.

To alter, vary, or repeal the several Acts of Parliament hereinafter mentioned, or any of them (that is to say): "The Kingston and Eardisley Railway Acts, 1862 and 1864;" the Acts (local) 5 and 6 Wm. 4th, cap. 7, and 26 and 27 Vic., cap. 113, and all other Acts relating to the Great Western Railway Company; the Acts (local) 17 and 18 Vic., cap. 144, 22 Vic., cap. 34; "The Central Wales Railway Act, 1859;" "The Central Wales Railway Act, 1863;" "The Central Wales Extension Railway Act, 1860;" and all other Acts relating to the Central Wales Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the said intended railway, a book of reference to such plans, a published map with the line of such 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 Presteign, in the county of Radnor, and with the Clerk of the Peace for the county of Hereford, at his office in Hereford, and that on or before the said 30th day of November, copies of so much of the said plans, sections, and book of reference as relates to each parish in or through which the said intended railway is proposed to be made, will, together with a copy of this notice as published in the London Gazette, be deposited with the parish clerk of each such parish, at his usual place of abode, or in the case of an extra-parochial place, with the clerk of some parish immediately adjoining thereto.

And that on or before the 23rd day of December, 1864, printed copies of the Bill for effecting the  
No. 22915. 2 B

objects specified in this notice, or some of them, will be deposited in the Private Bill Office of the House of Commons.

Dated the 11th day of November, 1864.

In Parliament.—Session 1865.

Delabole and Boscastle Railways.

(Incorporation of Company; Power to make Railways from Delabole to Boscastle, and Junction with the authorised line of the Launceston, Bodmin, and Wadebridge Junction Railway; Compulsory purchase of Lands; Working arrangements; Running powers; Amendment of Acts, &c.)

NOTICE 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 railways or one of them, hereinafter mentioned, together with all necessary and convenient or incidental works, stations, approaches, bridges, roads, or communications, and to confer upon the Company to be thereby incorporated, hereinafter called "the Company," all necessary and proper powers for effecting the objects, or some of them, hereinafter mentioned (that is to say):—

Railway No. 1.—A railway commencing in the parish of Saint Teath, in the county of Cornwall, at the quarry belonging to the Old Delabole Slate Quarry Company, called Medrose Quarry, and terminating at Boscastle Quay, in the parish of Forrabury, in the said county of Cornwall, and which said intended railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them (that is to say):—Saint Teath, Lanteglos, Juxta Canelford, Tintagel, Trevalga, Davidstowe, Lesnewth, Otterham, Saint Juliot, Minster, and Forrabury, all in the county of Cornwall.

Railway No. 2.—A railway commencing in the said parish of Davidstow by a junction with the aforesaid intended Railway No. 1, at or near Hendra Chapel, and terminating by a junction with the authorised line of the Launceston, Bodmin, and Wadebridge Junction Railway, at Davidstow Moor, in the said parish of Davidstow, and which said intended railway and works will pass from, in, through, or into the parish of Davidstow, in the said county of Cornwall.

And it is proposed by the said intended Act to take powers to stop up, alter, divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, extra-parochial, and other places, 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, or either of them.

And it is also proposed by the said intended Act to take powers to purchase by compulsion or otherwise any lands, houses, hereditaments, and other property for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, hereditaments, and other property, or which would in any manner impede or interfere with the construction, maintenance, and use of the said intended railways and works, or either of them; and to confer other rights and privileges, and also to levy tolls, rates, and duties for or in respect of the use of the said intended railways and works.

And it is proposed by the said intended Act to

enable the Company to be incorporated, and the authorised Company of the Launceston, Bodmin, and Wadebridge Junction Railway, to enter into contracts, agreements, and arrangements, with respect to the maintenance, working, and using of the said intended railways and works, or either of them, and for the supply of rolling stock and plant, and to empower the above-mentioned authorised Company to work and use the same or some part or portion 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 railways and works, or either of them, or for the apportionment of the tolls and fares received on the said intended railways and works, or either of them, or the payment of fixed sums in lieu thereof.

And it is also proposed by the said intended Act to require the authorised Company of the Launceston, Bodmin, and Wadebridge Junction Railway to grant all reasonable facilities for the transmission along their railway of all traffic which, having passed over the said intended railways and works, or either of them, may be tendered to them for transmission along their own railway for the purpose of being afterwards conveyed on and along the said intended railways, or either of them, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall be settled by arbitration or otherwise, or as may be determined by the said intended Act.

And it is proposed by the said intended Act to enable the Company to be incorporated, and all persons using their railways and works, or either of them, to run over and use with their engines and carriages of every description, the said authorised Launceston, Bodmin, and Wadebridge Junction Railway, or any part thereof, together with the stations, offices, watering-places, and other works and conveniences of the said authorised Launceston, Bodmin, and Wadebridge Junction Railway, on such conditions and on payment of such tolls as may be defined by the said intended Act, or be settled by agreement or arbitration.

And it is proposed, for all or any of the purposes aforesaid, to alter, amend, extend, and enlarge, and if needs be, to repeal some of the powers and provisions of "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864," and it will incorporate with itself the necessary provisions of "The Companies' Clauses Consolidation Act, 1845," "The Companies' Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessees or reputed lessors, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, 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 Cornwall, at his office, at St. Austell, in that county, and that a copy of so much of the said plans and sections and books of reference as relate to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated; and also a copy of this notice, as published in the London Gazette will, on or before the said 30th day of November, 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 adjoining parish, at his place of abode.

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

Dated this 9th day of November, 1864.

*Pattison and Wigg*, 50, Lombard-  
street, London,  
*E. Nicolls*, Callington,  
*Thomas Wells*, 21, Parliament-street, West-  
minster, Parliamentary Agent. } Solicitors

#### Trowse Road, Norwich.

(Construction of New Roads in the Hamlets of Trowse, Carrow, and Bracondale, in the County of the City of Norwich, and in the Parish of Trowse Newton, in the County of Norfolk.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for a Bill to confer upon undertakers to be named in or appointed by the Bill, or upon the Great Eastern Railway Company, all necessary powers for effecting the objects following, or some of them, that is to say:—

To make a new road commencing in the extra-parochial places commonly known as the united hamlets of Trowse, Carrow, and Bracondale, within the county of the city of Norwich, in a field there belonging to Fanny Ann Martineau, and in the occupation of Jeremiah James Colman, at or about the point where the road leading from King-street, Norwich, joins the public high road from Norwich to Bungay and Loddon, and terminating in the parish of Trowse Newton, in the county of Norfolk, in a messuage and premises belonging to Robert John Harvey Harvey, and in the occupation of Martha Aldborough, which messuage and premises are situate at the point where the lane commonly known as the Whittingham-lane runs into the said public high road to Bungay and Loddon, and which intended new road will be made or pass from, in, through, or into, the parishes, townships, extra-parochial and other places, of Trowse Newton, in the county of Norfolk, and the united hamlets of Trowse Carrow and Bracondale, within the county of the city of Norwich.

To deviate laterally from the lines of the intended work to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels as shown on the sections hereinafter mentioned.

To cross, stop up, or divert, either temporarily or permanently, any roads, footpaths, streets, railways, streams, rivers, sewers, drains, ways, and watercourses, within or adjoining to the aforesaid parishes, townships, extra-parochial and other places or any of them which it may be necessary to stop up, cross, or alter, or divert for the purposes of the intended work, or of the intended Bill.

To purchase by compulsion and by agreement, lands, houses, and hereditaments, or any easements in the same for the purposes of the intended work and of the Bill, and to vary or extinguish any rights or privileges connected with such lands, houses, and hereditaments.

To constitute the intended new road when completed a public highway, and to provide for the maintenance and repair of the said road by the public or otherwise as may be provided by the Bill.

To enable the Great Eastern Railway Company to contribute to the undertaking and either for the purposes of such contribution, or for other the purposes of the Bill to apply any of their corporate funds or revenues and to raise further money.

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

And it is intended so far as may be necessary or desirable for any of the purposes of the Bill to amend the provisions of the several local and personal Acts of Parliament following, or some of them, that is to say:—25 and 26 Vic., cap. 187, 195, and 223; 26 and 27 Vic., caps. 69, 83, 88, 143, 178, 190, 205, and 225; and 27 and 28 Vic., caps. 90, 95, 122, 124, 182, 282, 313, and 326, relating to the Great Eastern Railway Company.

And notice is hereby further given, that on or before the 30th day of November, 1864, plans and sections of the intended 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 Norfolk, at his office at Aylsham, in that county, and with the Clerk of the Peace for the city of Norwich and county of the same, at his office in St. Giles-street, in that city, 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 and extra-parochial place from, in, through, or into which the said new road and works will 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 such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto at his residence, and that on or before the 23rd day of December next printed copies of the intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 14th day of November, 1864.

*Bircham, Dalrymple, Drake, and Ward*, 46,  
Parliament-street, Westminster;

*Miller, Son, and Bugg* } Norwich;  
*W. H. Tillett* } Solicitors for the Bill.

In Parliament—Session 1865.

Piccadilly and Park-lane, New Road.

(Formation of Road or Street in Continuation of Hamilton-place to Park-lane, in the Parish of St. George, Hanover-square—Widening, &c., of Hamilton-place—Powers to the Metropolitan Board of Works—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 empower the Metropolitan Board of Works (in this notice referred to as the Board) to make a new public communication between Park-lane and Piccadilly, and for such purpose to execute all or any of the following works or objects (that is to say):—

To form and open a new public carriage-road or street in continuation of Hamilton-place, commencing in the parish of Saint George, Hanover Square, in Hamilton-place, Piccadilly, at or near the northern end of such place, and terminating in the said parish in Park-lane aforesaid, opposite, or nearly opposite, to the place where Pitt's Head-mews enters Park-lane, aforesaid, about 130 yards south of Stanhope Gate.

To widen Hamilton-place aforesaid at and near the north-eastern end thereof for a distance of 40 yards, or thereabouts, from the wall or fence being the present boundary of Hamilton-place on the north, and to remove such wall or fence.

To alter the levels of and improve Hamilton-place aforesaid, commencing at or near its junction

with Piccadilly, and terminating at or near the boundary wall or fence aforesaid.

To alter the levels of Park-lane at and near the termination of the intended new road and street before described.

Which said new road or street, widening, alterations in levels, and improvements will be made, and the lands and houses to be taken or used for the purposes thereof are all situate in the parish of Saint George, Hanover-square, in the county of Middlesex.

In connection with the aforesaid new road or street and improvements, and as part of the works and within the parish aforesaid, to make and maintain junctions and communications with any existing streets which may be intersected or interfered with, or be contiguous to the lines of the intended new street and improvements, and to alter the line or levels of any existing streets, roads, or ways, public or private, for the purpose of connecting the same with the intended new road or street and improvements, or otherwise, and to stop up and appropriate any streets, courts, yards, squares, passages, alleys, and places within the limits of lateral deviation to be described on

the plans hereinafter mentioned, to deviate from the lines and levels of the intended works, and to construct all such subways, sewers, drains, and works as are necessary or incident to the formation of the proposed new street and improvements.

To authorise the compulsory purchase of lands, houses, and easements, or rights for the purposes of the said intended new road or street and improvements, and other objects of the Bill, and to vary and extinguish the rights and privileges of any owners, lessees, or occupiers of lands, houses, or property which may be taken or interfered with.

To authorise the board to borrow money for the purposes of the Bill, and to charge and apply the rates and funds authorised to be levied by them by virtue of "The Metropolis Management Act, 1855," "The Metropolis Management Amendment Acts, 1856, 1858, and 1862," or any of them, and to amend the said Acts.

To make provision for the repair and maintenance of the new road or street and Hamilton-place aforesaid, as altered and improved, by the vestry of the parish of Saint George, Hanover-square.

To vary and extinguish all rights and privileges which will interfere with the objects of the Bill; to confer exemption from rates and duties, and to confer other rights and privileges.

To incorporate "The Land Clauses Consolidation Act, 1845," with certain exceptions and modifications, with respect to liability to rates and taxes, the taking of portions of property and otherwise.

On or before the 30th day of November, 1864, duplicate plans and sections of the proposed new street, improvements, and works, describing the lands, houses, and buildings which will or may be taken or used under the powers of the Bill, together with a book of reference to such plans, 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 Middlesex, at his office, at the Sessions House, Clerkenwell; and that on or before the said 30th day of November copies of the said plans, sections, and books of reference, and a copy of this notice, will be deposited with the vestry clerk of the parish of Saint George, Hanover Square, at the Board-room, Mount-street, Grosvenor-square.

Printed copies of the said intended Bill will be

deposited in the the Private Bill Office of the House of Commons on or before the 23rd day of December next.

Dated this 17th day of November, 1864.

*John Pollard*, Clerk of the Metropolitan Board of Works, Spring-gardens.

In Parliament.—Session 1865.

General Post Office.

Acquisition of Additional Site.

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to effect the objects following, or some of them, that is to say:—

To enable Her Majesty's Postmaster-General, with the consent and approbation of the Lords Commissioners of Her Majesty's Treasury, or any two of them, to acquire, by compulsory purchase or otherwise, certain lands, houses, tenements, and other buildings and hereditaments situate in the several parishes of Christchurch, St. Ann and Agnes, St. John Zachary, St. Vedast Foster, St. Michael le Querne, and St. Leonard Foster, or some of them, in the city of London, and situate within the following limits, that is to say:—Angel-street, Newgate-street, St. Martin's-le-Grand, Bath-street, and an imaginary line drawn in a northerly direction from the northern end of Bath-street to the house numbered 5, in Angel-street aforesaid, in the occupation of William Harrison and Lancelot Smith, and more particularly described and shown on the plans hereinafter mentioned; and, notwithstanding any existing application or user thereof, to pull down and remove such houses, tenements, buildings, and hereditaments, and appropriate the sites thereof, and also the roads, ways, courts, yards, gardens, and other spaces of ground described on such plans, within the limits aforesaid, for the purposes incident to the construction thereon of buildings, offices, and conveniences to be used as a part of Her Majesty's General Post Office and the public service connected therewith; and to enable the Postmaster-General (with the like consent) to sell, lease, and dispose of any surplus lands; and to construct the works and effect the objects following, or some of them, viz.:—

To construct a tunnel or covered way under the street or highway called St. Martin's-le-Grand, in the said city of London, for the purpose of connecting the present building used as the General Post Office with the said buildings to be erected within the limits hereinbefore described; and such tunnel or covered way will commence in or near the basement of the building used as the General Post Office, on the western side thereof, at or near a point 100 feet, or thereabouts, measured from the south-western corner of that building, and pass thence under St. Martin's-le-Grand, and terminate on the western side thereof, upon or under the site of the houses or property proposed to be taken within the limits aforesaid, at or near St. John's-court, and which said tunnel or covered way will be wholly situate in the said parishes of St. Leonard Foster and Christchurch, or one of them.

Also to construct another tunnel or covered way under the said street or highway called St. Martin's-le-Grand, in the said city of London, for the purposes hereinbefore mentioned; and such tunnel or covered way will commence in or near the basement of the said building used as the General

Post Office, and on the western side thereof, at a point 100 feet, or thereabouts, from the north-western corner of the said building, and will terminate on the western side of St. Martin's-le-Grand aforesaid, about midway between Four Dove-court and King's Head-court, upon or under the site of the houses proposed to be taken, and which last-mentioned tunnel or covered way will be in the parishes of St. Ann and Agnes, St. John Zachary, St. Vedast Foster, St. Michael-le-Querne, and St. Leonard Foster, or some of them, in the said city of London.

To stop up and discontinue, either temporarily or permanently, Bath-street, Angel-street, Newgate-street, St. Martin's-le-Grand, and all ways, paths, streets, or passages, which now lead into or pass through or by the side of the premises which now lead into or pass through or by the side of the said streets, lands, houses, premises, and hereditaments so intended to be acquired as aforesaid, or to be stopped up; and to confer all such other powers and privileges, and to vary or extinguish all such existing rights and privileges in any way connected therewith, as may be necessary for carrying into effect the objects aforesaid.

To alter, if necessary, the position of the gas, water, and other pipes, mains, tubes, telegraph wires, and other works beneath or communicating with the streets aforesaid; and, in like manner, if necessary, to alter the level and position of the sewers and drains in or communicating with the same streets.

To alter the level of the hereinbefore-mentioned streets, and of the streets, roads, and passages communicating therewith, and to make openings therein, and during the construction of the works temporarily to stop up the same at particular parts thereof; and, so far as may be necessary, it is proposed to vary and interfere with any rights, powers, and privileges which may be vested in the Corporation of the city of London, or any person or officer of the city of London, or any commissioners of sewers, or any gas, water, railway, electric telegraph, or other company, body, or person having control over property in, or drain or other pipes, apparatus, or works within or under the said streets, lands, houses, buildings, and other property; and to vary or extinguish any rights or privileges which may interfere with the purposes of the said Bill, and to confer such other rights, powers, and privileges as may be necessary.

And notice is hereby further given, that duplicate plans, describing the situation of the houses, tenements, and other buildings and lands so proposed to be purchased, with a book of reference thereto, and also duplicate plans and sections of the said tunnels or covered ways, 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 city of London at his office at the Sessions-house, in the Old Bailey, and with the Clerk of the Peace for the county of Middlesex, at his office, at the Sessions-house, Clerkenwell, in the said county; and that, on or before the same day, a copy of the said plan, section, and book of reference, and of this notice, will be deposited with the respective clerks of the parishes of Christchurch, St. Ann and Agnes, St. John Zachary, St. Vedast Foster, St. Michael le Querne, and St. Leonard Foster, at their respective places of abode.

Dated this 15th day of November, 1864.

*W. H. Ashurst*, Solicitor to the Post-office.  
*Wyatt and Metcalfe*, 28, Parliament-street,  
Westminster, Parliamentary Agents.

In Parliament.—Session 1865.

Acton and Brentford Railway.

(Incorporation of Company; Power to make a Railway from Acton to Brentford; Compulsory Purchase of Lands; Tolls; Power to the Great Western and the Great Western and Brentford Railway Companies to Subscribe; Traffic Arrangements, Amendment of Acts, and other Purposes.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill and to pass an Act to incorporate a Company (hereinafter called "The Company"), and to enable them to make and maintain the railway hereinafter mentioned, or some part or parts thereof, together with all incidental works, stations, approaches, bridges, roads, or communications, viz.:—

A railway commencing in the parish of Acton by a junction with the Great Western Railway at or near the post denoting  $4\frac{1}{4}$  miles from London, and terminating in the parish of Islesworth by a junction with the Great Western and Brentford Railway, at or near a point 250 yards or thereabouts, measured in a north-westerly direction along that railway, from the post denoting three miles from Southall, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them, viz.:—Acton, Ealing, Hanwell, New Brentford, and Islesworth, all in the county of Middlesex.

And it is proposed by the said intended Act to confer on the Company to be thereby incorporated (hereinafter called "The Company"), all necessary powers to effect the objects following; or some of them, that is to say—

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

To purchase by compulsion or otherwise, any lands and houses for the purposes of the said 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 impede or interfere with the construction, maintenance and use of the said intended railway and works, or any of them.

To levy tolls, rates, and duties for or in respect of the use of the said intended railway and works, to confer exemptions from the payment of such tolls, rates, and duties, and to confer, vary, or extinguish other rights and privileges.

To authorise the Great Western and the Great Western and Brentford Railway Companies, or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in, and subscribe for or towards the making, maintaining, working, and using the said intended railway and works, or any part thereof, and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority in payment of dividends or by such other ways and means as may be prescribed in the proposed Act, to enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole or any portion of the capital of the Company; and to exercise certain rights and privileges with reference to the intended Company, as to the appoint-

ment of directors, or otherwise, as may be prescribed by the said intended Act.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the Great Western and the Great Western and Brentford Railway Companies, or either of them; and for ensuring all requisite or desirable facilities for those purposes, and, in default of agreement, for referring to the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission and other facilities are to be afforded and effected, and, so far as may be necessary, for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or either of them, are now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, and the last-mentioned Companies, or either of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any or either of them.

To alter, amend, extend and enlarge, and, if need be, to repeal, some of the powers and provisions of the following Acts relating to the Great Western Railway Company, viz:—

5 and 6 Wm. IV., cap. 107; 1 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. 101; 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, 313, 315, 326, 335, 337, 338, 369, 383 and 402; 10 and 11 Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226 and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158 and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81 and 131; 15 and 16 Vic., caps. 9, 125, 138, 140, 145, 146, 147 and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210 and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59 and 69; 18 and 19 Vic., caps. 98, 171 and 191; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96 and 158; 21 and 22 Vic., caps. 90, 139 and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134 and 138; 23 Vic., cap. 69; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204 and 215; 25 and 26 Vic., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221 and 226; 26 and 27 Vic., caps. 113, 151, 168, 172 and 198; and 27 and 28 Vic., caps. 76, 176, 200, 266, 294, 304 and 306; the Great Western and Brentford Railway Act. 1855; the Great Western and Brentford Railway (Amendment) Act, 1857; and all other Acts relating to those Companies.

And notice is hereby further 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 respective plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, together with a published map, with the line of the intended railway delineated thereon, 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 Middlesex, at his office in Clerkenwell, in the said county; and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice, as published in the London Gazette, will, on or before the said 30th day of November, 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 adjoining parish, at his place of abode.

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 17th day of November, 1864.

Monmouth, Forest of Dean, and Standish  
Junction Railway.

(Incorporation of Company; Construction of Railways, Bridge, &c.; Power to lay down narrow guage on Forest of Dean Central Railway; User of that Railway and portion of Worcester, Dean Forest, and Monmouth Railway; Arrangements with other Companies; 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 to incorporate a Company (hereinafter referred to as the Company), to make and maintain the railways and works following, or some of them, with all proper stations, approaches, works, and conveniences, that is to say:—

No. 1. A railway, commencing in the parish of Moreton Valence, by a junction with the Great Western Railway, at or near the bridge carrying that railway over the occupation-road, leading out of the turnpike-road from Stonehouse to Standish, to Starveall Farm, otherwise Grove Cottage Farm, thence passing from, in, through, or into the parishes, townships, extra-parochial, and other places of Stonehouse, Standish, Randwick, Moreton Valence, Eastington, Whitminster, otherwise Wheatenhurst, Saul, Fretherne, Frampton-on-Severn, Arlingham, Framilode, the River Severn, and the bed and shores thereof, and Awre, all in the county of Gloucester, and terminating in the said parish of Awre, by a junction with the branch to Brins Pill and the Severn of the Forest of Dean Central Railway, at a point about ten chains eastward of the bridge which carries that branch railway over the South Wales Railway.

No. 2. A railway, commencing in the said parish of Moreton Valence, by a junction with the intended railway (No. 1) hereinbefore described, in a pasture field or enclosure, in the occupation of George White, at a point five furlongs and four chains or thereabouts, from the commencement of the said Railway (No. 1), and terminating in the parish of Standish by a junction with the Bristol and Birmingham line of the Midland Railway Company, at a point about sixteen and a half chains from the south side of the bridge carrying the turnpike-road from Stonehouse to Standish over that line, which said intended railway (No. 2) will pass from, in, through, or into the parishes, townships, extra-parochial, and other places of Randwick, Standish, and Moreton Valence, all in the county of Gloucester.

No. 3. A railway, all in the parish of Awre and county of Gloucester, commencing by a junction with railway (No. 1) at a point in the field numbered 300 on the tithe map of the parish of Awre, and about 100 feet from the edge of the shore of the River Severn, adjoining that field, and seven miles one furlong and seven chains, or thereabouts, from the commencement of the said railway (No. 1), and terminating by a junction with the South Wales line of the Great Western Railway Company, at the level crossing of the road from Awre to Blakeney over the said railway.

No. 4. A railway, commencing in Staple-edge Enclosure, in the Forest of Dean, by a junction with the Forest of Dean Central Railway, at or near the newly-erected culvert over the Blackpool stream, about thirteen chains northward of the engine-house of Howbeach Colliery, thence passing from, in, through, or into the Forest of Dean, and the townships of East Dean and West Dean, in the county of Gloucester, and terminating by a junction with the authorized line of the Worcester, Dean Forest, and Monmouth Railway, in the said township of West Dean, at or near the point in the enclosure numbered 31, denoting seven miles six furlongs on the plans deposited in respect of that authorized line, with the Clerk of the Peace for the county of Gloucester, in the month of November, 1862.

No. 5. A toll-bridge for the passage of foot passengers, carriages, and other traffic over the River Severn or estuary thereof, at a place called Butcher's Cliff, near Hock Crib, adjoining to and in connection with the bridge for carrying the railway (No. 1) hereinbefore described, over the same river or estuary, which bridge will be situated partly in the said parish of Arlingham, and partly in the said parish of Awre, and on the shores and bed of the River Severn.

No. 6. A pier or wharf in the said parish of Saul, for the shipping and landing of passengers, goods, minerals, and merchandise, in connection with Railway (No. 1) on the western side of the Gloucester and Berkeley Ship Canal, in an enclosure No. 24 on the tithe commutation map of the said parish of Saul, and lying within the angle of that canal and the Stroudwater Canal.

The intended Act will empower the Company to effect the purposes following, or some of them.

To purchase or acquire 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 authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike and other roads, highways, railways, tramways, canals, streams, and rivers, within or adjoining to the aforesaid parishes and places, which it may be necessary to cross, stop up, alter, or divert, in executing the purposes of the intended Act.

To adapt the said intended railways to the broad as well as to the narrow guage, or partly to one and partly to the other of such guages.

To empower the Company and the Great Western Railway Company, or one of them, to lay down additional rails on or upon the Forest of Dean Central Railway, and also in and upon the stations, sidings, works, and conveniences connected with that railway, so as to admit of the user thereof by engines and carriages adapted



to the narrow gauge as well as by those adapted to the broad gauge.

To empower the Company to run over, work, and use by and with their officers and servants, engines, carriages, and trucks, and for the purposes of traffic of every description, the Forest of Dean Central Railway, and so much of the Worcester, Dean Forest, and Monmouth Railway as is or shall be situate between the junction therewith of the intended railway (No. 4) and the Coleford, Monmouth, Usk, and Pontypool Railway at Monmouth, with the stations, approaches, water supplies, sidings, machinery, works, and conveniences connected with the said railway and portion of railway respectively, and to require the Great Western Railway Company and the Worcester Dean Forest and Monmouth Railway Company, and all companies and persons owning, working, and using the aforesaid railway and portion of railway respectively, to afford all necessary facilities for that purpose, on such terms and conditions as may be defined by the intended Act, or as may be agreed upon or determined by the Board of Trade or by arbitration.

To authorize and give effect to contracts and arrangements between the Company and the Great Western and Forest of Dean Central Railway Companies, for or with reference to all or any of the objects aforesaid, and the payments and allowances to be made by or to those Companies in respect of the alteration of the gauge of the said Forest of Dean Central Railway, and any other matters incidental to or connected with the objects aforesaid; and also to authorize and give effect to contracts and arrangements between the Company on the one hand, and the Great Western Railway Company, Midland Railway Company, Worcester, Dean Forest, and Monmouth and Coleford, Monmouth, Usk and Pontypool Railway Companies, or any one or more of those Companies, on the other hand, for or with reference to the maintenance, working, and use of any part of the railways and works of the Company, and the other before-named Companies, or either of them, the management, collection, transmission, and delivery of the traffic thereon, the supply and maintenance of rolling stock and plant, and appointment of officers and servants; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from such traffic, and the contributions, tolls, or other sums payable, and allowances to be made by each or any of the contracting companies to the other or others of them, and the application thereof.

To provide for the settlement by agreement, and in default of agreement, for the determination by the Board of Trade, or by arbitration, of the amount of the expense of or incident to the carrying out of any of the objects and purposes aforesaid, and of any questions of compensation connected therewith, and by which of the before-named companies, and in what (if any) proportions such expense and compensation shall be paid, and whether in gross sums or by periodical or other payments, and what (if any) gross or periodical or other payments and allowances shall be made or allowed by any one or more of the said Companies to the other or others of them for or in respect of such objects and purposes, and any benefits accruing thereby.

To empower the Company to levy tolls, rates, and duties upon and in respect of the said intended new railways, bridge, and pier, or wharf, and also upon the said railway and portion of railway before-mentioned, which by the intended Act

they may run over, work, and use, and to alter the tolls, rates, and duties which the Company and the other before-named Companies respectively are now authorized to levy upon, and in respect of their respective railways, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To empower the Company and the other before-named Companies respectively for all or any of the purposes of the Act, and of any such contracts and arrangements, to apply their respective corporate funds, to enable the Company to raise money by the creation of shares and stock, and to borrow moneys on mortgage or otherwise.

To vary or extinguish all rights and privileges which would interfere with the objects of the Act or such contracts or arrangements, and to confer other rights and privileges.

The Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

And it is proposed by the intended Act to alter, amend, enlarge, or repeal all or some of the provisions of the local and personal Acts 5 and 6 William IV., cap. 107, and 26 and 27 Victoria, cap. 168, and of all other Acts relating to the Great Western Railway Company; 19 and 20 Victoria, cap. 100; 23 and 24 Victoria, cap. 199; 24 and 25 Victoria, cap. 184, relating to the Forest of Dean Central Railway Company; 6 and 7 William IV., cap. 35; 7 William IV., caps. 78 and 107; and 7 and 8 Victoria, cap. 18; and of all other Acts relating to the Midland Railway Company; 26 and 27 Victoria, cap. 185, relating to the Worcester, Dean Forest, and Monmouth Railway Company; and 17 and 18 Victoria, cap. 217, and 24 and 25 Victoria, cap. 197, relating to the Coleford, Monmouth, Usk, and Pontypool Railway Company.

Maps, plans, and sections of the intended railways, bridge, pier, or wharf and works, with a book of reference to such plans, and a copy of this notice, as published in the London Gazette, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the county of Gloucester, at his office in the city of Gloucester, and 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 railways, bridge, pier or wharf, and works will be made, together with 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, 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 the township of West Dean and the township of East Dean, with a copy of this notice, will be deposited with the parish clerk of the adjoining parish of Newnham at his residence, and at the Speech House in the Forest of Dean.

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 10th day of November, 1864.

*James Knight Smith*, Newnham; *Henry Minett*, Ross, Solicitors.

*William Bell*, 26, Duke-street, Westminster, Parliamentary Agent.

## Burnham Tidal Harbour.

(Construction of New Works and Reclamation of Lands; Diversion of Waters; Revival of Powers for Purchase of Lands; Extension of Time for Completion of Works; Powers to Sell Vessels to Somerset and Dorset Railway Company; Powers to Sell and Dispose of Lands; Additional Capital; Working Arrangements; Agreements with Corporation of Bridgewater; Abandonment of Railways or Sidings; Change of Name; Increase of Number of Directors; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, by the Burnham Tidal Harbour Company (hereinafter called the Company), for an Act for the following purposes, or some of them:—

To authorize the Company to make and maintain the works and exercise the powers following, or some of them, that is to say:—

To make and maintain in the parish of Burnham, in the county of Somerset, at or near the Highbridge Harbour, and in the lands numbered respectively, 1, 2; 2a, 3, 3a, 4, 5, 6, 6a, 6b, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20a, 21, 22, 23, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 42, 44, 45, 47, 48, 49, and 50 in the said parish on the plans deposited for the purposes of the Burnham Tidal Harbour Act, 1860, or in some of such lands, a dock or docks with basins, locks, graving docks, entrances, gates, approaches, roads, quays, jetties, shipping places, staiths, landing slips, wharfs, walls, embankments, warehouses, tramways, sidings, cranes, drops, and other works and conveniences connected therewith.

To alter and divert the course of the channel of the River Brue, such alteration or diversion commencing in the river bed opposite a point on the south bank of the said river, 57 chains, or thereabouts, measured along the top of that bank from the centre of the Highbridge Clyse and terminating at a point in the river bed nearly opposite to the northern termination of the masonry sea wall facing the river Parret, in the parish of Huntspill, which said intended alteration or diversion will be wholly situate within the parish of Huntspill, in the county of Somerset, and will be made in or through the lands numbered respectively 1, 2, 3, 4, 5, 6, and 7 in the said parish of Huntspill, on the plans deposited for the purposes of the Burnham Tidal Harbour Act, 1860.

To make and maintain an embankment commencing on the north or Burnham side of the River Brue, at or near the western end of the timber stage situate in the land numbered 28 in the parish of Burnham, in the county of Somerset, on the plans deposited for the purposes of the Burnham Tidal Harbour Act, 1860, and terminating at a point in the present river wall facing the River Parret, in the parish of Burnham, opposite the field numbered 39 in the said parish of Burnham, on the said plans, which said intended embankment will be wholly situate within the parishes of Burnham and Huntspill, in the county of Somerset, and to reclaim such of the lands as will be enclosed by the said intended embankment.

To divert waters from the rivers Brue and Parret into the intended docks and into the intended altered and diverted channel and works.

To dredge, scour, and deepen from time to time, the bed and shore of the said river Brue, and so much and such part of the bed and shore of the river Parret as is situate near the confluence of that river with the river Brue, and also to dredge, scour, and deepen all channels

from time to time forming a means of access to the intended docks and works.

To make, provide, lay down, and maintain dolphins, buoys, beacons, lightships, lighthouses, tug boats, dredge boats, moorings, and other like works and conveniences in connection with or for the purposes of the proposed undertaking, and on any part of the beds and shores of the rivers Brue and Parret, or either of them, and adjoining lands in the before-mentioned parishes and places.

To revive and extend the powers granted to the Company by the Burnham Tidal Harbour Act, 1860, for the compulsory purchase of lands, houses, and hereditaments required for the purposes of the said Act, and which lands, houses, and hereditaments are situate within the parishes of Burnham and Huntspill, or one of them, in the county of Somerset.

To extend the time granted to the Company for the construction of the works (except the railways or sidings proposed to be abandoned as hereinafter mentioned) authorized by the said Act, and to confer upon the Company all necessary powers in relation thereto.

To cross, stop up, alter or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, streams, cuts, creeks, channels, sewers, drains, rivers, navigations, and other works within or adjoining the aforesaid parishes as it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To empower the Company to reclaim, acquire, and purchase by compulsion or agreement lands, houses, and hereditaments, or any easements or rights of way over lands, for the purposes of the intended Act, and to vary and extinguish all existing rights and privileges connected therewith, and all or any rights of frontage and foreshore or other rights or privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorize the Company to levy tolls, rates, dues, and other charges for or in respect of the said intended docks and works, and to grant exemptions from the payment thereof.

To make provision for the management, use, regulation, and protection of the intended docks and other works and conveniences, the regulation and control of shipping, persons, animals, and goods frequenting or using the same, the pilotage of shipping, the appointment, regulation, dismissal, and payment of a dockmaster, pilots, and other officers, and the making and enforcing of bye-laws with reference thereto.

To empower the Company to sell and dispose of, to the Somerset and Dorset Railway Company, and to authorize that Company to purchase and take, upon such terms and conditions as may have been or may hereafter be agreed upon, all or any of the steam and other vessels now belonging to the Company.

To authorize the Company from time to time to sell and otherwise dispose of, or to grant leases of or to let from year to year, such parts of the lands acquired by them under the authority of the intended Act as for the time being may not be required by them, and to appropriate all or any of such lands for shipbuilding and other yards, manfactories, and other purposes.

To authorize 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, or either of them), by the creation of new shares, with or without a guaranteed or

preference dividend, or other special privileges, and by borrowing 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.

To enable the Company and the Somerset and Dorset Railway Company to enter into agreements with respect to the construction, working, use, management, and maintenance of the intended works, or any part or parts thereof respectively, the payments to be made and the conditions to be performed with respect to such construction, working, use, management, and maintenance, the interchange, accommodation, and conveyance of traffic coming from or destined for the respective undertakings of the contracting parties, and the fixing, collecting, division, and appropriation of the tolls, rates, charges, receipts, and revenues arising from that traffic; and to authorize the appointment of a joint committee or committees for carrying into effect any such agreement as aforesaid, and to confirm any agreement already made, or which, prior to the passing of the intended Act, may be made touching any of the matters aforesaid.

To enable the Company and the mayor, aldermen, and burgesses of the borough of Bridgwater to enter into and carry into effect such agreements and arrangements as they think fit with respect to the tolls and dues payable to the said mayor, aldermen, and burgesses by or in respect of vessels using or entering the navigation of the river and bay of Bridgwater for the purpose of using or being destined for the intended works.

To authorize the Company to abandon and relinquish the construction of the railways or sidings authorized by "The Burnham Tidal Harbour Act, 1860," and to make provision for the repayment and transfer to the Company of the money deposited with the Court of Chancery for securing the completion of the said railways or sidings.

To change the corporate name of the Company, to increase the number of the directors of the Company, and to make all necessary provisions for the purposes.

To alter, amend, extend, enlarge, or to repeal all or some of the powers and provisions of "The Burnham Tidal Harbour Act, 1860," also the local and personal Acts 15 Vict. cap. 63; 18 and 19 Vict. cap. 182; 19 and 20 Vict. caps. 102 and 135; 20 and 21 Vict. cap. 139; 22 and 23 Vict. cap. 56; 23 and 24 Vict. cap. 130; 24 and 25 Vict. cap. 209; 25 and 26 Vict. cap. 225; 27 and 28 Vict. caps. 181 and 223, relating to the Somerset and Dorset Railway Company, and any other Acts relating to that Company: also the Act passed in the 8th year of the reign of His Majesty King George the 4th, 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 Cripps's House, and for making and constructing a canal from thence to the town of Glastonbury, in the county of Somerset:" also the Act passed in the session of Parliament held in the 11th and 12th years of the reign of Her present Majesty, and called "The Bristol and Exeter Railway (Glastonbury Navigation and Canal Purchase) Act, 1848:" also an Act of the 8th and 9th years of the reign of Her present Majesty, intituled "An Act for improving the Navigation of the River and Bay leading to the borough of Bridgwater, for maintaining the present bridge and extending the Quays within the borough, and for forming a communication by road and by railway between the Quays and the Bristol and Exeter Railway."

To incorporate with the intended Act all or

some of the provisions of the Companies Clauses Consolidation Act, 1845; the Companies Clauses Act, 1863; the Lands Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; and the Harbours, Docks, and Piers Clauses Act, 1847.

And notice is hereby also given, that plans and sections of the intended works, and describing the lands proposed to be purchased or taken under the provisions of the intended Act, together with a book of reference to such plans, 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 Somerset, at his office at Wells, in that county; 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 of the said parishes, together with a copy of the said notice, will be deposited with the parish clerk of each such parish at his residence.

And notice is hereby further given, that on or before the 23rd 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 14th day of November, 1864.

*W. Toogood*, 16, Parliament-street, Westminster;

*Rocke and Swayne*, Glastonbury;

Solicitors.

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

#### Teign Valley Railway.

(Deviation—Abandonment of Portion of Authorised Line—Powers to Apply and Raise Capital, &c.—Working and other Arrangements with the South Devon Railway Company—Purchase or Lease of Undertaking by or to the South Devon Railway Company, or Amalgamation with that Company—Amendment of Acts.)

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing Session by the Teign Valley Railway Company (hereinafter called "the Company") for an Act for the following purposes, or some or one of them:—

To authorise the Company to make and maintain the railway following, with all necessary works and conveniences connected therewith, that is to say:—

A deviation railway, commencing in the parish of Hennock, in the county of Devon, by a junction with the line of the Teign Valley Railway, as authorised by "The Teign Valley Railway Act, 1863," in or near a field, numbered 23, in the said parish, on the plans referred to in the said Act, and terminating in the parish of Chudleigh, in the said county, by a junction with the line of the Teign Valley Railway as so authorised as aforesaid, in a field numbered 16 in that parish, on the plans referred to in the said Act; which said intended deviation 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:—Teigngrace, Hennock, Kingsteinton, and Chudleigh, all in the county of Devon; and to abandon and relinquish the construction of such portion of the said authorised line of railway in the aforesaid parishes, townships, and other places, or some or one of them, as is situate between or near to the commencement of the said deviation railway and the termination thereof, and as will become unnecessary by the construction of the said deviation railway.

And it is proposed by the said intended Act to take powers to effect all or some of the objects and purposes following, that is to say:—

To repeal all clauses and provisions of "The Teign Valley Railway Act, 1863," relating to that portion of the said authorised line so to be abandoned as aforesaid; and to vary and extinguish all rights and privileges connected therewith; and to extend and apply such clauses and provisions, if deemed fit, and such other clauses and provisions, of the said Act, or some of them, as may be deemed expedient to the intended deviation railway; and to put an end to, or to vary or alter any agreement or agreements or arrangements which may have been made or entered into with, or may affect the particular line so to be abandoned as aforesaid.

To make lateral deviations from the lines of the said intended deviation railway and works to the extent and within the limits described upon the said plans, to be deposited as hereinafter mentioned, or as may be prescribed by the said intended Act.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike-roads, highways, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter or divert in executing the several purposes of the intended Act.

To purchase, by compulsion or agreement, lands, houses, and hereditaments for the purposes of the said intended deviation railway and works, or any or either of them, and to vary and extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To levy tolls, rates, and duties for or in respect of the said intended deviation railway and works; to alter, vary, or extinguish tolls, rates, and duties; to grant exemptions from the payment of such tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To enable the Company to apply to the purposes of the intended Act, and for the general purposes of their undertaking, or any or either of them, any funds, capital, or stock now raised or authorised to be raised by them, or which now or hereafter may belong to them, or be under the control of their directors; and also to raise new or additional capital for all or any of such purposes by borrowing on mortgage or bond, or by the creation of new shares or stock in their undertaking, either with or without a preference or priority or guarantee in payment of interest or dividend; and also to empower the Company (if they think fit) to divide such shares or stocks now created or issued by them, or which may be created or issued by them under the powers of the recited Act and the intended Act, or either of them, or any portion or portions thereof respectively, into classes, and to attach or affix to such shares when so classified certain guaranteed interest or preference or priority in payment of interest or dividend, and either temporarily or permanently, and other special rights and privileges.

And it is proposed by the intended Act to enable the Company and the South Devon Railway Company to enter into and carry into effect contracts and agreements with respect to the working, maintenance, and use by the South Devon Railway Company of the railway and works of the Company, as now authorised or as

may be authorised by the said intended Act, or any part or parts thereof, and the supply and maintenance of engines, carriages, and rolling stock, and other stock and plant for the same; and with respect to the conduct, regulation, and management of the traffic upon or over the said railways or any part thereof, and the South Devon Railway; and also of the stations, works, and conveniences connected therewith respectively; and with respect to the fixing, levying, dividing, and apportioning of the tolls and charges arising from such traffic; and the tolls, charges, or other consideration to be paid for such use, or otherwise; and with respect to the appointment of a joint committee of the two Companies for or in relation to all or any of the purposes aforesaid; and to enable the South Devon Railway Company to levy tolls, rates, and charges on the said Teign Valley Railway as now authorised, or as may be authorised by the said intended Act, or any part thereof, and to exercise all such other powers as may be found desirable in reference to the purposes aforesaid, or any of them.

To enable the Company to lease in perpetuity or for a term of years, or to sell and transfer to the South Devon Railway Company the railways, works, property, and effects now vested in or belonging to the Company, or which they are authorised to construct under "The Teign Valley Railway Act, 1863," and may be authorised to construct under the said intended Act, together with all the rights, powers, privileges, and authorities of the Company in respect of such railways and works, and either before or after the completion thereof, 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, ascertained, and determined in and by the said intended Act; and to enable the South Devon Railway Company to take a lease of, or to purchase and take the said railways, works, property, and effects, either before or after the completion thereof, upon such terms and conditions, and for such considerations as aforesaid; and to have, exercise, and enjoy all such rights, powers, privileges, and authorities, whether with reference to the construction and completion of the works of the said railways, the levying of tolls, rates, and charges in respect thereof, or otherwise; and to enable the said two Companies to enter into such agreements as they may think fit for effecting the purposes aforesaid, or any or either of them.

To authorise the merging, union, consolidation, or amalgamation of the undertaking and property of the Teign Valley Railway Company as now authorised, and as by the said intended Act may be authorised, in or with the undertaking and property of the South Devon Railway Company from and after such period, and upon such terms and conditions, and for such considerations, as may have been, or may be hereafter agreed upon, or as may be fixed and determined in and by or under the provisions of the intended Act, so that the undertakings of such two Companies respectively and their property, rights, powers, and privileges, whether with reference to the purchase and sale of lands and other property, construction of works, levying of rates and tolls, or otherwise vested in, belonging to, or which might be exercised by, the said Companies severally or jointly at the time of such amalgamation, may be vested in, belong to, and be exercised by, the South Devon Railway Company as one united and consolidated Company.

To confirm and give effect to all or any agreements or arrangements made, or which prior to the passing of the intended Act may be made

between or on behalf of the said Companies with reference to all or any of the matters aforesaid.

To provide for the dissolution of the Teign Valley Railway Company and the winding up of their affairs.

To incorporate with the intended Act the necessary provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

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, that is to say:—"The Teign Valley Railway Act, 1863," relating to the Company; the local and personal Acts of Parliament following, or some of them, viz.:—7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 Vic., cap. 1; 20 and 21 Vic., cap. 8; 21 and 22 Vic., cap. 102; 23 and 24 Vic., caps. 10 and 103, relating to the South Devon Railway Company; and any other Acts relating to that Company, and "The Moretonhampstead and South Devon Railway Act, 1862."

And notice is hereby further given, that plans and sections of the said intended deviation railway and works, together with a book of reference to such plans, 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, 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 county of Devon, at his office at Exeter, 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 respectively as relates to each parish in or through which the said deviation railway and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, 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 his residence.

And notice is hereby further given, that on or before the 23rd 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 the 15th day of November, 1864.

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

#### Moretonhampstead and South Devon Railway.

(Extension to Chagford; Working and Traffic Arrangements with the South Devon, Great Western, Bristol and Exeter, and Cornwall Railway Companies; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next Session, by the Moretonhampstead and South Devon Railway Company (hereinafter called "The Company"), for an Act to empower them to make and maintain the railway following, with all proper stations, approaches, works, and conveniences connected therewith, that is to say:

A railway commencing in the parish of Moretonhampstead, in the county of Devon, by a

junction with the railway authorised by "The Moretonhampstead and South Devon Railway Act, 1862," at or near the termination thereof, on the western side of the turnpike-road leading from Newton Bushel to Moretonhampstead, both in the said county of Devon, and near to the milestone on the said turnpike-road, denoting two furlongs to Moretonhampstead, and terminating in the parish of Chagford, in the same county, in a field belonging to Mr. Thomas Taylor Coniam, and in his own occupation, which field is situate on the eastern side of the public road leading from Chagford to Sandy Park, at a point eight chains, or thereabouts, in a south-easterly direction from the southern end of Rushford Bridge, which intended railway will pass from, through, or into, or be situate within the parishes or places of Moretonhampstead and Chagford, in the county of Devon aforesaid.

And it is proposed by the said intended Act to empower the Company to purchase lands, houses, and other property, by compulsion or agreement, either for a sum or sums in gross, or in consideration of annual or other payments, and to vary or extinguish all existing rights or privileges, in any manner connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and confer other rights and privileges, and also to take powers to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads, railways, tramways, aqueducts, cuts, canals, streams, navigations, and rivers, within or adjoining to the aforesaid parishes and places, or either of them, as may be necessary in consequence of the construction and for the purposes of the said intended railway and works.

And it is further proposed by the intended Act to empower the Company to levy tolls, rates, and charges for the use of the said intended railway and works, and to confer exemptions from the payment of such tolls, rates, and charges, and to exercise all other usual and necessary powers:

And it is also proposed by the intended Act to empower the Company to apply to the purposes thereof, the corporate funds of the Company, and to raise further money for those purposes by borrowing, and by the creation of new shares and capital of the Company, and either as separate shares or capital charged upon the proposed undertaking, or as part of the Company's general shares and capital, or in both those modes, and with or without a preference or priority in payment of dividend, or other rights or privileges attached thereto.

And it is also proposed by the intended Act to empower the Company, and the South Devon, the Great Western, the Bristol and Exeter, and the Cornwall Railway Companies respectively, or any or either of them, to enter into and carry into effect, arrangements and agreements with relation to the passage of traffic upon their respective railways, or any part or parts thereof respectively, and upon any railways or parts of railways for the time being, belonging to or worked by the said Companies respectively, and to the tolls, rates, and charges, to be demanded and received by such Companies respectively, for such traffic, and the proportions in which such tolls, rates, and charges shall be divided between and amongst such respective Companies, and with relation to the allowance or rebate which each or any of the said Companies shall make to the other or others of them, from the gross amount receivable by any such Company, in

respect of all or any part of such traffic, and the said Act will confirm existing agreements in relation to the aforesaid matters.

And it is further proposed by the said intended Act to empower the South Devon Railway Company to guarantee interest on the moneys to be borrowed by the Company, under the authority of the intended Act.

And it is proposed by the said intended Act to confirm and ratify any contracts and agreements already entered into, with reference to any of the purposes aforesaid, or with reference to the authorised line of the Company.

And it is proposed, if need be, to alter, amend, and extend, or to repeal, all or some of the provisions of "The Moretonhampstead and South Devon Railway Act, 1862," relating to the Company, and of the several local and personal Acts following, or some of them (that is to say), 7 and 8 Victoria, cap. 68, and any other Act or Acts relating to the South Devon Railway Company; 5 and 6 William IV., cap. 107, and 26 and 27 Victoria, caps. 113 and 198, and any other Act or Acts relating to the Great Western Railway Company; 6 and 7 William IV., cap. 36, and any other Act or Acts relating to the Bristol and Exeter Railway Company; and "The Cornwall Railway Act, 1861," and any other Act or Acts relating to the Cornwall Railway Company.

And notice is hereby further given, that on or before the 30th day of November, in the present year, plans and sections of the proposed railway and works, with a book of reference to such plans, a published map, with the line of railway delineated thereon, 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 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, and a copy of this 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 adjoining parish, at his residence.

And notice is hereby also 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 15th day of November, 1864.

*Whiteford and Bennett*, Plymouth, Solicitors for the Bill.

1<sup>st</sup> Parliament—Session 1865.

Acton and Twickenham (North and South Junction) Railway.

(Incorporation of Company; Power to make Railways from Acton to Richmond and Twickenham; Compulsory Purchase of Lands; Tolls; Power to the Great Western and Great Western and Brentford Railway Companies to Subscribe; Traffic Arrangements; 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 and to pass an Act to incorporate a Company (hereinafter called the Company), and to enable them to make and maintain the railways hereinafter mentioned, or some part or parts thereof, together with all incidental works, stations, approaches, bridges, roads,

or communications connected therewith (that is to say):—

A Railway (No. 1) commencing in the parish of Acton by a junction with the Great Western Railway at or near the post denoting  $4\frac{1}{4}$  miles from London, and terminating in the parish of Isleworth by a junction with the Great Western and Brentford Railway at or near a point 250 yards, or thereabouts, measured in a north-westerly direction along that railway from the post denoting three miles from Southall, and which said intended railway will pass from, in, through, or into the parishes, townships, extra-parochial, and other places following, or some of them—viz., Acton, Ealing, Hanwell, New Brentford, and Isleworth, all in the county of Middlesex.

A Railway (No. 2) commencing in the parish of Isleworth by a junction with the Great Western and Brentford Railway at a point 115 yards, or thereabouts, north-west of the post denoting three miles from Southall, and terminating in the parish of Twickenham and county of Middlesex, in an orchard occupied by William Gorwell, on the south side of the road leading from Richmond to Isleworth, at or near a point about 20 chains from Richmond Bridge.

A Railway (No. 3) wholly in the said parish of Isleworth, commencing by a junction with the before-mentioned Railway (No. 1) in an orchard numbered 9 on the plans of the Great Western and Brentford Railway deposited with the Clerk of the Peace for the county of Middlesex in respect of that railway, and terminating by a junction with the before-described Railway (No. 2) in a market garden belonging to the Guardians of the Poor of Isleworth and in the occupation of John Norris at a point 220 yards, or thereabouts, measured in a north-easterly direction, from the bridge carrying the road leading from Brentford to Sion Hill over the loop line of the London and South-Western Railway.

A Railway (No. 4) wholly in the said parish of Isleworth, commencing by a junction with the loop line of the London and South-Western Railway Company at a point 60 yards, or thereabouts, westward of the bridge carrying the Great Western and Brentford Railway over the said loop line, and terminating by a junction with the before-described Railway (No. 2) in a pasture field belonging to the Duke of Northumberland and in the occupation of John Norris at a point 150 yards, or thereabouts, measured in a north-easterly direction, from the bridge carrying the road leading from Brentford to Sion Hill over the loop line of the London and South-Western Railway.

A Railway (No. 5) wholly in the said parish of Twickenham, commencing by a junction with the before-described Railway (No. 2) in a market-garden belonging to the Guardians of the Poor of Isleworth and in the occupation of William Knevet at a point 200 yards, or thereabouts, measured in a south-easterly direction, from the bridge known as Ivy Bridge on the road leading from Twickenham to Isleworth, and terminating by a junction with the Windsor line of the London and South-Western Railway at a point 270 yards, or thereabouts, measured in an easterly direction, from the Twickenham Station.

And it is proposed by the said Act to confer upon the Company powers to effect the objects following, or some of them, viz.:

To stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, or any of them, as it may be necessary to stop up, alter, or divert by reason of the construc-



tion of the said intended railways and works, or any of them.

To take power to purchase by compulsion or otherwise any lands and houses for the purposes of the said intended 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 intended railways and works, or any of them.

To levy tolls, rates and duties for or in respect of the use of the said intended railways and works; to confer exemption from the payment of tolls, rates, and duties, and to confer, vary or extinguish other rights and privileges.

To authorise the Great Western Railway Company, the Great Western and Brentford Railway Company, and the London and South-Western Railway Company, or any or either of them, out of their corporate or other funds, or out of money to be raised under the powers of the said intended Act, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railways and works, or any part thereof, and to raise money by mortgage of any part of their undertakings for the purposes aforesaid, or any of them, and to increase their capital by the creation of new or additional shares or stock, with or without any preference or priority, in payment of dividends, or by such other ways and means as may be prescribed in the proposed Act, to enable such Company so subscribing to guarantee the payment of interest or dividend upon the whole, or any portion of, the capital of the Company, and to exercise certain rights and privileges with reference to the intended Company as to the appointment of directors, or otherwise, as may be prescribed by the said intended Act.

To provide for effectually securing the due interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the intended railways of the Company, or to, from, or over the railways of the Great Western, the Great Western and Brentford, and the London and South-Western Railway Companies, or any, or either of them, and for ensuring all requisite or desirable facilities for those purposes; and, in default of agreement, for referring to the Board of Trade, or to arbitration, the terms and conditions upon which such interchange, accommodation, protection, transmission, and other facilities are to be afforded and effected, and so far as may be necessary for the objects and purposes of the said intended Act, to alter the tolls and charges which the said Companies, or any, or either of them, are now authorised to take, and to confer, vary, or extinguish exemptions from the payment thereof, and to confer, vary, or extinguish other rights and privileges.

To enable the Company, and the last-mentioned Companies, or any of them, to enter into agreements for an interchange of traffic, and for respectively working, maintaining, managing, and using their respective lines of railway and works, or any, or either of them.

To alter, amend, extend, and enlarge, and if need be to repeal, some of the powers and provisions of the following Acts relating to the Great Western Railway Company, viz.: 5 and 6 Wm. IV., cap. 107; 1 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. 101; 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, 313, 315, 326, 335, 337, 338, 369, 383, and 402; 10 and 11

Vic., caps. 60, 72, 76, 91, 101, 109, 144, 149, 154, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 Vic., caps. 6 and 7; 13 and 14 Vic., caps. 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81, and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 204, 209, 210, and 212; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, and 191; 19 and 20 Vic., caps. 126 and 137; 20 and 21 Vic., caps. 8, 24, 54, 96, and 158; 21 and 22 Vic., caps. 90, 139, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 40, 64, 76, 105, 120, 134, and 138; 23 Vic., cap. 69; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 73, 76, 81, 87, 133, 134, 143, 164, 167, 189, 204, and 215; 25 and 26 Vic., caps. 58, 71, 109, 110, 127, 148, 190, 196, 198, 206, 218, 221, and 226; 26 and 27 Vic., caps. 113, 151, 168, 172, and 198; and 27 and 28 Vic., caps. 76, 176, 200, 266, 295, 304, and 306.

The following Acts relating to the London and South-Western Railway Company—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; 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. 177 and 188; 19 and 20 Vic., cap. 120; 20 and 21 Vic., caps. 18, 72, 121, and 136; 21 and 22 Vic., caps. 56, 58, 67, 89, and 101; 22 Vic., cap. 3; 22 and 23 Vic., caps. 31, 44, 81, 95, and 134; 23 and 24 Vic., caps. 92, 103, 158, and 185; 25 and 26 Vic., cap. 42; 26 and 27 Vic., caps. 90 and 109; and 27 and 28 Vic., caps. 87, 166, 174, and 227; the Great Western and Brentford Railway Act, 1855; and the Great Western and Brentford Railway Amendment Act, 1857; and all other Acts relating to those Companies or either of them.

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such respective plans, containing the names of the owners or reputed owners, lessces or reputed lessces, and occupiers of such lands and houses, together with a published map with the lines of the intended railways delineated thereon, 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 Middlesex at his office in Clerkenwell, in the said county, and that a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the intended railways and works are proposed to be made, or in which the lands, houses, and property proposed to be taken are situated, and also a copy of this notice as published in the London Gazette, will, on or before the said 30th day of November, 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 adjoining parish, at his place of abode.

Printed copies of the intended Act will, on or before the 23rd day of December next, be deposited

in the Private Bill Office of the House of Commons.  
—Dated this 17th day of November, 1864.

*Wyatt and Metcalfe*, 28, Parliament-street,  
Westminster, Parliamentary Agents.

#### Stourbridge Railway.

(Branch Railway from Stourbridge; Railway into the Township of Stourbridge; Additional Capital; Powers of Subscription and Arrangements with Great Western Railway Company; Use of Great Western Railway Company's Station at Stourbridge; Amendment of Acts, &c.).

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Stourbridge Railway Company, hereinafter called "the Company," for leave to bring in a Bill for the following purposes, or some of them, that is to say:—

To enable the Company to make and maintain a Railway, with all proper stations, works, and conveniences connected therewith and approaches thereto, commencing at Stamber Mill, in the township or hamlet of the Lye, in the parish of Oldswinford, in the county of Worcester, by a junction there with the main line of the Stourbridge Railway, made under the provisions of the Stourbridge Railway Act, 1860, at the bridge which carries the said railway over the turnpike-road leading from Stourbridge in the county of Worcester to Halesowen, in the same county, the said railway bridge being at or near a point on the main line of the said Stourbridge Railway, distant four furlongs and three-quarters, or thereabouts, from the commencement of the said main line of the said Stourbridge Railway, at the Stourbridge Station of the same railway, and terminating in the township of Stourbridge, in the parish of Oldswinford, in the county of Worcester at, in, or near a certain field belonging, or reputed to belong, to the London and North-Western Railway Company, in the occupation of William Akroyd, or his under-tenants, on the south-east side of the street, in the said township, called Foster-street, and which said intended railway will pass from, in, through, or into the several parishes, townships, townlands, hamlets, extra-parochial or other places following, or some of them, that is to say:—Oldswinford, The Lye, Christ Church, Stamber Mill, Hay Green, Upper Swinford, Lower Swinford, Hungary Hill, Stourbridge, and St. John the Evangelist, all in the county of Worcester.

To enable the Company to purchase lands, houses, and buildings by compulsion or otherwise, for the purposes of the said intended railway and works, and to cross, stop up, alter, or divert where necessary turnpike and other roads, highways, footpaths, railways, tramways, aqueducts, canal streams and rivers, sewers, navigations, and bridges, and to enable the Company to levy tolls, rates, and charges, in respect of the use of the said intended railway and works, and to grant exemptions from the payment of such tolls, rates, and charges or any of them, and to alter existing tolls, rates, and duties. To enable the Company to raise further sums of money for all or any of the purposes aforesaid, and also for the general purposes of their authorised undertakings, or the separate portions thereof, by the creation of new shares or stock, with or without a guarantee or preferential dividend or other rights or privileges attached thereto, and by borrowing on mortgage, bond or debenture stock, or by any or all of such means; and also to apply to all or any of such purposes any capital or funds now or hereafter belonging to them, or under the control of their directors, and to enable the Company to make

special arrangements or agreements with all or any corporations or parties contributing money towards the purposes of the intended Bill.

To enable the Company to consolidate and regulate the existing or authorised shares or stock of the Company, and for such purpose to consolidate, regulate, and amend the existing provisions relating to the share capital, and stock of the Company and borrowed money; and also to enable the Company to divide the new shares or stock into classes under such arrangements, and with such respective rights and privileges as may be authorised by the said intended Bill. And also to enable them to raise moneys by the creation of a debenture stock, in lieu of borrowing or for paying off money borrowed.

To enable the Great Western Railway Company to contribute funds and to subscribe towards the undertaking, and to take and hold shares in the capital of the Company, or in any capital to be raised for the purposes of the intended Bill, and to apply their existing capital and funds for the time being for those purposes, and to raise other capital for the purposes thereof, and either with or without a guarantee or preferential dividend, or by loan, or by all or any of such means.

To enable the Company and the Great Western Railway Company to enter into and carry into effect such contracts, arrangements, or agreements, for or with reference to the construction, working, management, maintenance, and use by the Great Western Railway Company of the intended railway and works, and the existing railways of the respective Companies, the supply and maintenance of engines, carriages, trucks, waggons, for the same, the fixing, levying, collection, division, and apportionment of the tolls, rates, duties, charges, income, and profits received in respect of traffic on the railways of the respective Companies, or either of them, the costs and expenses of such working, management, maintenance, and use, and the payments to be made for or in respect thereof, and also to authorise arrangements for the use of the Stourbridge Station of the Great Western Railway and the lines of railway communicating with the same, or to prescribe such arrangements and authorise such use by the Company in the Bill. The Bill will alter, amend, and enlarge so far as needful the powers and provisions of "The Stourbridge Railway Act, 1860," "The Stourbridge Railway Extension Act, 1861," "The Stourbridge Railway Additional Capital Act, 1863," and also the Acts 5 and 6 William 4, cap. 107; 26 and 27 Vict. cap. 113, and any other Act relating to the Great Western Railway Company or to the Companies amalgamated by the said Act 26 and 27 Vict. cap. 113, and will vary and extinguish all rights and privileges which might interfere with its objects.

On or before the 30th day of November instant maps, plans, and sections describing the direction lines and levels of the intended railway and works, and the lands and property which may be taken for the purposes thereof, 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 Worcester, at his office at Worcester in that county; 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 and extra-parochial place from, in, or through which the said intended railway and works will be made, together with a copy of the said notice will be deposited for public inspection in the case of each such 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.

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

Dated this 11th day of November, 1864.

*Harward and Shepherd*, Stourbridge;  
*Burchells*, 5, Broad Sanctuary, Westminster, Solicitors for the Bill.

#### Sirhowy Railway Company.

(Construction of Deviation and Extension Railway—Abandonment of Part of Existing and Authorised Lines—Alteration of Tolls—Further Money Powers—Provisions as to the Crossing or Diversion of certain Public Roads in Bedwellty Parish—Repeal of Provisions of Sirhowy Railway Act, 1860, as to Passenger Trains on the Railways of the Company, and of the Monmouthshire Railway and Canal Company—Running Powers over portions of Merthyr, Tredegar, and Abergavenny, and Monmouthshire Railways, and the Park Mile—Arrangements with, and Sale or Lease to, and other Provisions affecting the Great Western, the London and North Western, the Merthyr, Tredegar, and Abergavenny, and the Brecon and Merthyr Tydfil Junction Railway Companies, and the Monmouthshire Railway and Canal Company—Power to those Companies to contribute towards the Extension Railway—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 effect the purposes, or some of the purposes, following, that is to say:

To authorise the Sirhowy Railway Company (hereinafter called "the Company") to make or complete and maintain the railways and works, or some of the railways and works following (with approaches, stations, and other conveniences).

First: An extension railway, commencing in the parish of Bedwellty, in the county of Monmouth, by a junction with the railway of the Company at or near the milepost on that railway denoting the distance of fourteen and a quarter miles from the commencement of the railway of the Company at nine-mile point in the parish of Machen, in the said county of Monmouth, and terminating in the parish of Llangunider, in the county of Brecon, by a junction with the Merthyr, Tredegar, and Abergavenny Railway, at a point distant 100 yards or thereabouts from and to the eastward of the eastern end of the passenger station building at the Tredegar station on the last mentioned railway; which intended railway to be authorised by the Bill will be wholly within the parishes of Bedwellty and Llangunider aforesaid.

Secondly: A deviation railway wholly in the parish of Bedwellty, in the county of Monmouth, commencing by a junction with the deviation railway of the Company sixthly authorised by the Sirhowy Railway Act, 1860, at or near the milepost on the last mentioned railway denoting the distance of  $7\frac{1}{2}$  miles from the commencement of the railway of the Company at nine-mile point aforesaid, and terminating by a junction with the same deviation railway of the Company at a point 15 chains or thereabouts from and to the northward of the milepost on that deviation railway denoting the distance of  $7\frac{1}{2}$  miles from the commencement of the railway of the Company at nine-mile point aforesaid.

And it is intended by the said Bill to confer upon the Company all necessary powers for effecting the purposes following, that is to say:

To deviate laterally from the lines of the intended

works to the extent shown on the plans hereinafter mentioned, and also to deviate vertically from the levels as shown on the sections hereinafter mentioned.

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, 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 to cross, stop up, alter, or divert, for the purposes of any of the intended works aforesaid, or of the intended Bill.

To purchase by compulsion and by agreement lands, houses, and hereditaments, for the purposes of the intended works and of the Bill, 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 railways and works, to alter the tolls which the Company are authorised to take on their authorised lines of railway, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To apply to the purposes of the proposed railway and works and of the Bill any part of the funds which the Company are now authorised to raise, and which may not be required for the purposes of their now authorised undertakings; and to raise further money for the purposes aforesaid, and for the other purposes of the Company, by borrowing and by the creation of new shares and stock in the Company, and (if the Company think fit) to attach to all or any of such new shares or stock a preference or priority of interest or dividend, and other special privileges.

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

To empower the Company to relinquish the construction of the extension railway, being the railway ninthly authorised by the "Sirhowy Railway Act, 1860," and to substitute for the railway so to be relinquished the proposed extension railway firstly hereinbefore described, and to apply all or some of the provisions of the last-mentioned Act thereto accordingly.

To empower the Company to discontinue the user of and stop up so much of their existing railway as lies between the commencement and termination as hereinbefore described of the intended deviation railways to be authorised by the Bill, and to sell and dispose of that portion of their existing railway, and the site thereof, or so much thereof as the Company do not require for siding or other accommodation, or for other the purposes of the Company.

To repeal, or alter and amend, so much of the Sirhowy Railway Act, 1860, and of the several Acts incorporated therewith as requires the Company to divert the public road numbered 366 and 369 in the parish of Bedwellty aforesaid, on the plans deposited with the respective Clerks of the Peace for the counties of Monmouth and Brecon, in respect of the application to Parliament for and referred to in the Sirhowy Railway Act, 1860, and as regulates the height of the arch for carrying the railway of the Company over that road, and to empower the Company to alter the levels of such road and to make other provision with respect to the carrying of the railway of the Company over the same, or to sanction and confirm the mode in which the railway of the Company is carried over that road.

To sanction and confirm the construction of the railway of the Company at the point where the same is carried over the turnpike road from Merthyr Tydfil to Abergavenny, numbered 410 in

the parish of Bedwellty, in the county of Monmouth, upon the plans deposited, as aforesaid, in respect of the application for and referred to in the Sirhowy Railway Act, 1860, at a level other than that prescribed by that Act or the Acts incorporated therewith, and to sanction and confirm the alterations made by the Company in the levels or inclinations of that turnpike road, and for those purposes to repeal, alter, or amend the provisions, or some of the provisions, of the Sirhowy Railway Act, 1860, and the Acts incorporated therewith.

To repeal, alter, or amend so much of the Sirhowy Railway Act, 1860, as requires the Company and the Monmouthshire Railway and Canal Company, or either of them, to run certain passenger trains on their respective railways.

And it is also intended by the said Bill to empower the Company, either by agreement or otherwise, to run over, work, and use, with their engines and carriages, and for the purposes of their traffic of every description, so much of the railways and portions of railway following, or some of them, that is to say:—

So much of the Merthyr, Tredegar, and Abergavenny Railway as lies or will lie to the westward of the intended point of junction therewith as above described of the extension railway to be authorised by the Bill. So much of the railways of the Monmouthshire Railway and Canal Company as lies between the junction therewith at nine-mile point of the railway of the Company and Newport, together with the several stations at Newport of the Monmouthshire Railway and Canal Company.

The railway commonly called or known as the Park Mile, belonging or reputed to belong to the Right Honourable Lord Tredegar.

Together with the stations, roads, platforms, warehouses, booking and other offices, sheds, standing room for engines, water, water engines, points, sidings, machinery, works, and conveniences of or belonging to, or used in connection with, the said several railways and portions of railway, or any of them, and also to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned railways or portions of railway, and to alter the tolls, rates, and duties now authorised to be taken thereon respectively.

And it is also intended by the said Bill to empower the Great Western Railway Company, the London and North-Western Railway Company, the Merthyr, Tredegar, and Abergavenny Railway Company, the Monmouthshire Railway and Canal Company, and the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called "The Five Companies,") 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 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 it is also intended by the said Bill to authorise and empower the five Companies, or any or either of them, to take and hold shares of the additional capital of the Company to be raised under the Bill, and to subscribe towards the construction of the extension railway to be authorised by the Bill, and to guarantee to the Company interest, dividend, or annual or other payments, and for those purposes to empower the five Companies respectively to apply their corporate funds and revenues, and to raise

further capital by the creation of new shares or stock in their respective undertakings, with or without any preference or priority in payment of interest or dividend, or other privileges attached thereto, and by borrowing on mortgage or otherwise.

And it is also intended by the said Bill to empower the Company to sell and transfer or lease their undertaking, railways, works, property, estates, and effects, rights, powers, and privileges, or any part thereof, or any estate or interest therein, to the five Companies, or to any or either of them, on such terms and conditions as have been or may be agreed upon, or as shall be provided by the Bill, and to authorise the five Companies, or any or either of them, to accept such transfer or lease.

To vest the undertaking, railways, works, property, estates and effects, rights, powers, and privileges of the Company, or some part thereof, or some estate or interest therein in the five Companies, or some or one of them.

To authorise the Company and their proprietors and creditors to accept in lieu of their present shares, stocks, and securities, any securities, rent charges, annuities, stocks, or shares of the five Companies, or some or one of them respectively; and so far as may be necessary to classify, define, and regulate the capitals, shares, stocks, and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the Company and the five Companies respectively, or some or one of them.

To authorise the union and amalgamation of the respective undertakings, railways, works, proprietaries, stocks, shares, property, rights, powers, and privileges of the Company, or some part thereof, with those of the five Companies, or of some or one of them.

To provide for the dissolution of the Company, either immediately or at some future period.

To amend or repeal, so far as requisite for the purposes of the said Bill, the provisions or some of them of the several Acts of Parliament following, videlicet—42 Geo. 3, cap. 115, and 23 Vic., cap. 71, relating to the Company; 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. 75, 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 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. caps. 130 and 131; 22 and 23 Vic., caps. 1, 2, 5, 88, 113, 124, 126, and 134; 23 and 24 Vic., caps. 77 and 79; 24 and 25 Vic., caps. 66, 110, 123, 128, 130, 132, 134, 196, 208, 219, 223, and 234; 25 and 26 Vic., caps. 66, 98, 104, 124, 171, 198, 208, and 209; 26 and 27 Vic., caps. 5, 77, 79, 108, 177, 208, and 217; and 27 and 28 Vic., caps. 62, 194, 196, 226, 263, 288, 296, and 309, relating to the London and North-Western Railway Company; 5 and 6 William 4, cap. 107, relating to the Great Western Railway Company, the Great Western (West Midland Amalgamation Act), 1863; and the Great Western Railway (South Wales Amalgamation Act, 1863), and 27 and 28 Vic., cap. 306, and the following Acts relating to the West Midland Railway Company, viz.: 8 and 9 Vic., caps. 183 and 184; 9 and 10 Vic., caps. 278, 300, 303, 307, 315, 326, and 328; 10 and 11 Vic., caps. 86 and 177; 11 and 12 Vic., cap. 133; 13 and 14 Vic., cap. 110;

15 and 16 Vic. caps. 133 and 145; 16 and 17 Vic. caps. 175, 178, 179, 184, 205, 212, and 227; 17 and 18 Vic., caps. 207, 209, and 222; 18 and 19 Vic., caps. 175, 181, and 183; 19 and 20 Vic., caps. 111, 126, and 137; 20 and 21 Vic., caps. 116 and 119; 21 and 22 Vic. caps. 123, 126, and 142; 22 and 23 Vic. caps. 17, 46, 59, 76, and 84; 23 and 24 Vic. caps. 72, 76, 81, 82, 94, 127, and 128; 24 and 25 Vic., caps. 22, 76, 144, 189, 197, 204, 212, 213, 221, and 227; 25 and 26 Vic., caps. 14, 56, 109, 168, 183, 198, 206, 209, 212, and 226; and 1 and 2 Geo. 4, cap. 63; 6 Geo. 4, cap. 168; 3 Wm. 4, cap. 70; 7 Geo. 4, cap. 53; 33 Geo. 3, cap. 112; 35 Geo. 3, cap. 72; 39 Geo. 3, cap. 60; 49 Geo. 3, cap. 42; 55 Geo. 3, cap. 30; 57 Geo. 3, cap. 15; and 1 and 2 Geo. 4, cap. 61;—the following Acts relating to the Merthyr, Tredegar, and Abergavenny Railway Company, videlicet: 22 and 23 Vic., cap. 59; 25 and 26 Vic., cap. 209; and 26 and 27 Vic. cap. 126;—the following Acts relating to the Monmouthshire Railway and Canal Company videlicet: 32 Geo. 2, cap. 102; 37 Geo. 3, cap. 100; 42 Geo. 3, cap. 115; 8 and 9 Vic., cap. 169; 11 and 12 Vic., cap. 120; 15 and 16 Vic., cap. 126; 16 and 17 Vic., cap. 195; 18 and 19 Vic., cap. 10; 24 and 25 Vic., cap. 218; and 25 and 26 Vic., cap. 208;—and the following Acts relating to the Brecon and Merthyr Tydfil Junction Railway Company, videlicet: 22 and 23 Vic., cap. 68; 23 and 24 Vic., cap. 17; 24 and 25 Vic., caps. 10, 227, and 235; 25 and 26 Vic., cap. 184; 26 and 27 Vic., caps. 196 and 202; and 27 and 28 Vic., caps. 265 and 304.

And notice is hereby further given that on or before the 30th day of November, 1864, plans and sections of the intended railways and works, and of the crossings of the said public road and turnpike road respectively, together with a book of reference to such plans, a published map with the line of the intended 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 Monmouth, at his office at Newport, in that county; and with the Clerk of the Peace for the county of Brecon, at his office at Brecon, in that 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 and extra-parochial place, from, in, through, or into which the said railways and works, or the said crossings of the said roads, will 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 such parish with the parish clerk thereof, at his residence, and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence; and that on or before the 23rd day of December next printed copies of the said intended Bill will be deposited at the Private Bill Office of the House of Commons.

Dated this 9th day of November, 1864.

*Henry John Davis*, Newport, Mon.,  
Solicitor to the Bill.

#### **Brecon and Merthyr Tydfil Junction Railway Company.**

##### **(Various Powers.)**

(Consolidation of general and separate Undertakings, Capital and Loans—Further Money Powers—New Lines to Quakers Yard Junction, and to Ivor and Dowlais, and Diversion at Llwynycelyn—Running Powers and other Provisions affecting the Neath and Brecon, the Swansea Vale, and the Swansea Vale and Neath

No. 22915.

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and Brecon Junction Railway Companies—Repeal or Amendment of Provisions affecting the Dowlais Iron Company, the Brithdir Estate, and the Opening or use of the Company's Lines to the Taff Vale Railway—Extension of Time for completing those Lines—Further Amendment of Acts.)

**A**PPPLICATION is intended to be made to Parliament next session for leave to bring in a Bill for the purposes, or some of the purposes following, viz.:—

To consolidate, unite, and amalgamate the general and separate undertakings, capitals, debts, revenues, stocks, shares, and securities of the Brecon and Merthyr Tydfil Junction Railway Company (hereinafter called the Company), and their powers with respect thereto, or some parts thereof, and to alter, regulate, classify, and define the same, and the priorities, charges, rights, and privileges of the proprietors and creditors of the Company, and the undertakings or parts of undertakings to or on which such capitals, debts, stocks, shares and securities attach or are charged, and the application of the funds and revenues of the Company.

To empower the Company (for the purposes, or some of the purposes of their existing undertakings or consolidated undertaking, and of the Bill, and for purposes relating to other undertakings connected with them or over which they have powers) to apply their corporate funds, and to raise more money by the creation of new shares and stock, with or without preference or priority of interest or dividend, and other special privileges, and by borrowing on mortgage or otherwise, and as part of the capital and debt of their consolidated undertaking, or of both or either of their existing undertakings.

To authorise the Company to exercise the powers following, or some of them, viz.:

(A). To make and maintain the railways hereinafter described, with stations, sidings, and other works and conveniences connected therewith (to wit):

First (the Southern Extension).—A railway wholly in the parish of Merthyr Tydfil, and county of Glamorgan, commencing by a junction with the line of the Company, first authorised by the Brecon and Merthyr Railway Act, 1862, at or near a point 20 yards or thereabouts south of where, as shown on the plans deposited with the Clerk of the Peace for the county of Glamorgan, as in that Act mentioned that railway is intended to cross the Vale of Neath Railway, and terminating by a junction with the branch railway to Aberdare of the Great Western Railway Company, at or near the western end of the viaduct carrying that railway over the River Taff.

Second (the Ivor Junction).—A railway wholly in the said parish of Merthyr Tydfil, commencing by a junction with the railway of the Company, at or near a point 50 yards or thereabouts south-east of the passenger booking-office, at the existing Pant Station thereon, and terminating in a field numbered 2,135 on the tithe commutation map for the parish of Merthyr Tydfil, at a point 50 yards or thereabouts south of the weighing machine on the Dowlais Iron Company's Limestone Railway.

Third (the Dowlais Junction).—A railway (wholly in the parish of Merthyr Tydfil) commencing at or near the termination hereinbefore described of the Ivor Junction, and terminating in an enclosure belonging to the Ivor Iron Works, and numbered 2,116 on the tithe commutation map for the parish of Merthyr Tydfil, at a point 50 yards or thereabouts east of the eastern end of Lloyd-street, Dowlais.

Fourth (Llwynycelyn Diversion).—A deviation

railway wholly in the parish of Merthyr Tydfil, commencing by a junction with the Cyfarthfa Deviation Railway of the Company, authorised by the Brecon and Merthyr Railway Act, 1863, at or near the point denoting 4 miles and 7 furlongs on the plans deposited with the Clerk of the Peace for the county of Glamorgan, in November, 1862, in respect of the Cyfarthfa Deviation Railway, and terminating in and by a junction with the same authorised line of the Cyfarthfa Deviation Railway, at or near [the point on the same plans denoting 5 miles and 6 furlongs.

(B). To deviate laterally from the lines of the intended railways to the extent shown on the plans, and vertically from the levels shown on the sections hereinafter mentioned, and to cross, divert, alter, or stop up for the purposes of the intended railways and works, and either temporarily or permanently streets, roads, highways, and other ways, streams, pipes, sewers, canals, navigations, bridges, railways, and tramroads, within the parishes, townships, and places aforesaid.

(C). To purchase and take by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the intended railways and works.

(D). To levy tolls, rates, and charges upon or in respect of the intended railways and works, and to confer, vary, or extinguish, exemptions from the payment thereof.

(E). To abandon and relinquish the construction of the portion of the authorised Cyfarthfa deviation between the commencement and termination of the intended Llwynycelyn diversion.

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

To repeal altogether, or to alter section 12 of the Brecon and Merthyr Railway Act, 1862, relating to the junction at or near Pant, between the Company's main line and the Dowlais Iron Company's Limestone Railway, and to matters connected therewith.

To alter the existing tolls, rates, and charges of the Company, and the several other companies named in this notice, and to confer, vary, or extinguish exemptions from the payment thereof.

To amend and enlarge the provisions of the Neath and Brecon Railway Act, 1863, with respect to agreements between the Neath and Brecon Railway Company and the Company, and to extend the same to the approaches to the station at Brecon, and other objects, and to payment by the Neath and Brecon Railway Company of part of the expense thereof, and to empower that Company for the purposes of agreements under that Act, and the Bill to apply their corporate funds and revenues, and to raise more money by the creation of new shares and stock, with or without preference or priority of interest or dividend, and other special privileges, and by borrowing on mortgages or otherwise.

To empower the Company, and all persons and corporations using their railways or any part thereof, to run and pass over and into, and use, with their engines, carriages, and trucks, officers and servants, and for traffic of all descriptions, the respective railways (existing and authorised) of the Neath and Brecon Railway Company, the Swansea Vale and Neath and Brecon Junction Railway Company, and the Swansea Vale Railway Company, or of any of them, or any part thereof, and the stations, approaches, booking, and other offices, and buildings, wharfs, sheds, yards, platforms, sidings, water-engines, and supplies of water, telegraphs, and other engines, machinery, works, and conveniences of or connected with those railways respectively, and on such terms and conditions as shall be defined in the Bill, or as (failing agreement)

shall be compulsorily determined by arbitration or otherwise, and to empower the Company, and such persons and corporations as aforesaid, to levy tolls, rates, and charges for traffic conveyed by them over the said railways.

To extend the time limited by the Brecon and Merthyr Railway Act, 1862, for the completion of the railway by that Act first authorised, and also the time limited by the Brecon and Merthyr Railway Act, 1863, for the completion of the Cyfarthfa Deviation, and to repeal or amend the provisions of those Acts restricting the use of that railway and that deviation.

To repeal or amend the provisions of the Brecon and Merthyr Railway Act, 1862, with respect to making a siding and other works and conveniences for the Brithdir Estate, and restricting the opening of the railway numbered 6 on the plans and sections deposited for the purposes of that Act.

To include the railway and works authorised and powers given by the Bill in any leases or agreement for leases, and in any powers for making leases or agreements for leases of the existing undertaking of the Brecon Company, and to confer further powers in that behalf.

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

To amend the Acts or some of the Acts following, videlicet :—22 and 23 Vic., cap. 68 ; 23 and 24 Vic., cap. 17 ; 24 and 25 Vic., caps. 10, 227, and 235 ; 25 and 26 Vic., cap. 184 ; 26 and 27 Vic., caps. 80, 196, and 202 ; and 27 and 28 Vic., caps. 265 and 304, relating to the Brecon and Merthyr Tydfil Junction Railway Company ; 6 and 7 William 4, cap. 82 ; 7 William 4, and 1 Vic., cap. 70 ; 3 and 4 Vic., cap. 110 ; 7 and 8 Vic., cap. 84 ; 8 and 9 Vic., cap. 159 ; 9 and 10 Vic., cap. 393 ; 11 and 12 Vic., cap. 23 ; 12 and 13 Vic., cap. 61 ; and 20 and 21 Vic., cap. 123, relating to the Taff Vale Railway Company ; 25 and 26 Vic., cap. 193 ; 26 and 27 Vic., cap. 130 ; and 27 and 28 Vic., caps. 293 and 316, relating to the Neath and Brecon Railway Company ; 27 and 28 Vic., cap. 293, relating to the Swansea Vale and Neath and Brecon Junction Railway Company ; 18 and 19 Vic., cap. 60 ; 19 and 20 Vic., cap. 95 ; 22 Vic., cap. 2 ; 24 and 25 Vic., cap. 162 ; and 27 and 28 Vic., cap. 18, relating to the Swansea Vale Railway Company ; 5 and 6 William 4, cap. 107 ; 9 and 10 Vic., cap. 303 ; 10 and 11 Vic., caps. 86 and 177 ; 16 and 17 Vic., caps. 178 and 179 ; 20 and 21 Vic., cap. 119 ; 21 and 22 Vic., cap. 126 ; 23 and 24 Vic., caps. 76, 81, and 127 ; 24 and 25 Vic., caps. 197 and 212 ; 25 and 26 Vic., caps. 183 and 198 ; 26 and 27 Vic., caps. 113, 136, 151, and 198 ; and 27 and 28 Vic., caps. 176, 196, and 306, relating to the Newport, Abergavenny, and Hereford, the West Midland, and Great Western Railway Companies.

On or before the 30th day of November, 1864, plans and sections of the intended railways, with a book of reference to the plans, a published map with the lines of the 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 Glamorgan, at his office at Cardiff, 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 parish or extra-parochial place in or through which the intended railways and works, or any part thereof, will be made, with a similar copy of this notice, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof, at his residence ; and in the case of each such extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

On or before the 23rd day of December next,



printed copies of the proposed Bill will be deposited in the Private Bill Office in the House of Commons.

Dated this 10th day of November, 1864.

*Cobb and Price*, Brecon, Solicitors to the above-named Company.

#### Tyne Improvement.

(Provisions for Facilitating the Construction of Tynemouth Docks; Extension of Time for Completing Works; Contributions and Guarantees by Blyth and Tyne Railway Company, Owners of Wayleave, Rents, and Owners of Collieries, Corporations of Newcastle-upon-Tyne and Tynemouth; Additional Works at Northumberland Docks; Supply of Water to Northumberland Docks by Newcastle and Gateshead Water Works Company; Powers for Removal of Water Pipes and Use of the High Level Bridge of the North Eastern Railway Company, Tunnel under River Tyne for Gas and Water Pipes; Regulations and Rates or Duties in Respect of Refuse, &c., sent to be cast into the Sea; Additional Powers as to Bye-laws; Regulation of Lights on Vessels in the Port; Power to Provide Steam Tugs; Transfer to Tyne Improvement Commissioners of Funds and Liability to Repair the Tyne Bridge; Regulation of Opening Bridge; Additional Lands at South Shields, &c.; Purchase of Interest of Dean and Chapter of Durham in the North and South Shields Ferry; Purchase of Five-eighths of Coal Due Payable to Corporation of Newcastle-upon-Tyne; Additional Powers for Borrowing Money, and for Collecting and Assessing Rates and Duties; Repeal of Act 8th and 9th Victoria, chapter 73; Amendment of Acts, &c.)

**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 following purposes, or some of them, that is to say:—

To grant further powers to the Tyne Improvement Commissioners, in this notice called the Commissioners, for the construction of the Docks authorized by the Tyne Improvement Act, 1861, called the Tynemouth Docks, and to extend the time limited by that Act for completing the works thereof, and to authorize the commissioners to receive contributions and to enter into agreements for contributions and guarantees towards the expense of constructing the said Tynemouth Docks and the works connected therewith.

To authorize and require the Blyth and Tyne Railway Company to contribute towards the expense of constructing the Tynemouth Docks, and to raise additional money by shares or stock (preferential or ordinary), or by mortgage, bond, or debenture stock, and apply their now authorized capital for that purpose; or to enable that Company to guarantee out of their revenues the principal and interest of a portion of the money to be borrowed for constructing the Tynemouth Docks.

To authorise and require the owners of lands (including all the parties authorized by the Lands Clauses Consolidation Act, 1845, to sell and convey lands), receiving wayleave rents or other payments from the Blyth and Tyne Railway Company, or other Companies, or persons, or any of them to contribute towards the construction of the Tynemouth Docks; or to guarantee the principal and interest of a portion of the money borrowed for the purpose of constructing those docks; and to authorise and empower such owners (including the parties aforesaid) to charge the said wayleave

rents and other payments, and any lands, or any of them, and the inheritance thereof, respectively, with such contributions, principal, and interest respectively.

To authorize and require the owners, lessees, and occupiers of certain collieries and mines, the produce whereof is carried or intended to be carried along the Blyth and Tyne Railway, or shipped or intended to be shipped on the River Tyne, to contribute towards the expense of the construction of Tynemouth Docks, and to guarantee the payment of the principal and interest of any portion of the money to be raised for the construction thereof; and to authorise and empower such owners, lessees, and occupiers, respectively, to charge their interest in such collieries and mines, and in the produce thereof, or any of them, with the payment of such contributions, principal, and interest, respectively.

To authorize and require the Mayor, Aldermen, and Burgesses of the borough of Newcastle-upon-Tyne to contribute towards the construction of the Tynemouth Docks, and to raise money for the purposes of such contribution, and to charge the five-eighths of the coal dues payable to the said Corporation under the provisions of the Tyne Improvement Act, 1850, or to enable the Corporation to guarantee the principal and interest of a portion of the money to be borrowed for the construction of the Tynemouth Docks, and to apply or charge their corporate funds and the said five-eighths of the coal dues for that purpose.

To authorize and require the Mayor, Aldermen, and Burgesses of the borough of Tynemouth to contribute towards the construction of the Tynemouth Docks, and to raise money for the purposes of such contribution, and to charge the same with interest on the borough fund, or to enable the Corporation of Tynemouth to guarantee the principal and interest of a portion of the money to be borrowed for the construction of the Tynemouth Docks, and to apply or charge their borough fund for that purpose, and to give further powers to the Corporation of Tynemouth in respect of their authorized contribution to the Tynemouth Docks.

To authorize the Commissioners to contribute out of the Tyne Improvement Fund towards the construction of the Tynemouth Docks, and to borrow money, and to charge the Tyne Improvement Fund for that purpose, or to guarantee out of the Tyne Improvement Fund the principal and interest of a portion of the money to be raised for the purposes of the Tynemouth Docks.

To authorize the Commissioners to raise money by means of preferential security of the dock rates for the construction of the said Tynemouth Docks.

To authorize agreements, or to prescribe in the Bill the terms and conditions upon which such several contributions or guarantees and other arrangements shall be made or given, or to confirm any such agreements by the Bill, and to confer all necessary and incidental powers for such purpose.

To authorize the Commissioners to enter into arrangements and agreements with the owners and lessees of collieries with respect to the shipment of coals, coke, and cinders in the said docks.

To authorize the Newcastle and Gateshead Water Company to afford from their water works, and the Commissioners to obtain a supply of water for the Northumberland Docks and the shipping resorting to the same, and for all or any of the purposes of those docks and of the quays, hydraulic cranes, railways, and tramways within or communicating with those docks; and to authorise or confirm agreements or arrangements between that Company and the Commissioners, or any company or persons interested in such supply,

with reference to the works and the payments to be made in respect thereof; and for the purposes of that supply of water it is intended to include the township of Chirton, in the parish of Tynemouth, within the limits of "The Newcastle and Gateshead Waterworks Act, 1863," and to enable the Company within that township, for the purposes of that supply, to exercise all the powers and authorities of the said Act, as if the township of Chirton had been included within the limits thereof.

To authorise the Commissioners, either alone or in conjunction with the Newcastle and Gateshead Water Company, or to enable that Company alone, to lay and place a water pipe or water pipes on, upon, along, or under the High Level Bridge belonging to the North-Eastern Railway Company, or on, upon, along, or under any part of such bridge, and a pipe in connection with such pipes for the application of hydraulic power to working the moveable platform of the opening bridge at Newcastle-upon-Tyne, and to acquire compulsorily for such purpose an easement on, upon, along, or under the said High Level Bridge, and to make further provision for removing water pipes from the Newcastle Bridge.

To regulate the sending of rubbish or refuse from manufactories and works in the River Tyne, and all other substances to be cast into the sea, and the time, manner, place, and distance from the shore of its deposit, and to enable the Commissioners to charge and levy a rate or duty in respect of the rubbish or refuse and substances so sent, and to enable the Commissioners to license vessels for the conveyance to sea of all such rubbish, refuse and other substances, and to prevent the conveyance otherwise than in vessels so licensed, and to enable the Commissioners to build or purchase, maintain and use vessels or buoys for the purpose of indicating the distance at which such deposit shall be made, or for other purposes.

To give further powers to the Commissioners for making and enforcing bye-laws, and to enable the Commissioners to include amongst the objects for which bye-laws may be made the prevention and removal of obstructions in any part of the port, river, docks, and works under their charge, and in any of the streams communicating therewith; the maintenance of the quays, wharfs, and shores of the said river and port; the berthing and removal of vessels; the regulation of rates of payment and conduct of, and the granting of licences to porters, carriers, ferrymen, boatmen, and others employed on the River Tyne, or the works of the Commissioners, the management and police of the river, the prevention of nuisances, and the conduct of owners, masters, and persons employed in any vessels with regard to times of sailing, mode of navigating, and keeping and exhibiting lights, and the number, colour, and description of such lights, and with regard to landing and embarking passengers, and towing vessels, and such other objects as may be necessary for the general superintendence and good conduct of the navigation and of the traffic on the river and the shores thereof, and the docks, piers, and works connected therewith.

To enable the Commissioners to fix the rates of charge for the towage of vessels in the port, and from the port out to sea, and from the sea into the port.

To authorise the Commissioners to build, purchase, hire, and use steam vessels for towing vessels, and to charge for towage.

To transfer to the Commissioners the powers and duty of repairing and maintaining the public

road bridge between Newcastle and Gateshead, called the Tyne Bridge, and to transfer to the Commissioners, in consideration thereof, the fund accumulated for the protection of the Corporation of Newcastle and the Ecclesiastical Commissioners of England and Wales, in respect of such repairs, and to release such Corporation and Ecclesiastical Commissioners from any further liability in respect of such bridge.

To regulate the time and mode in which vessels shall approach and pass through the intended opening bridge at Newcastle-upon-Tyne.

To authorise the Commissioners to purchase, compulsorily or by agreement, the interest or rights of the Dean and Chapter of Durham in the undertaking of the North and South Shields Ferry, and to enable the Commissioners to pay the purchase moneys out of the Tyne Improvement Fund.

To enable the Commissioners to purchase, and the Corporation of Newcastle-upon-Tyne to sell, the five-eighths of the coal dues reserved to the Corporation by the Tyne Improvement Act, 1850, and to prescribe the application of the purchase money, and to enable the Commissioners, on such purchase, to assume all or any of the obligations or liabilities of the Corporation with reference to the Tynemouth Docks or otherwise, and to authorise the Commissioners and Corporation to agree that the purchase money or consideration, or some portion thereof, shall remain a temporary or a permanent charge upon the said five-eighths of the coal dues, or on the Tyne Improvement Fund.

To authorise the Corporation of Newcastle to transfer to the Commissioners, together with such five-eighths of the coal dues, the right and powers of receiving the same and other dues which remain vested in the said Corporation under the Tyne Improvement Act, 1850.

To authorise the Commissioners to borrow and raise on mortgage or bond further sums of money, and to charge therewith the Tyne Improvement Fund, and the undertaking of the North and South Shields Ferry Company, which has been purchased by the Commissioners, for all or any of the purposes of the Bill, and for the general purposes of the Commissioners already sanctioned by Parliament, or any of them.

To make further and better provision for collecting and enforcing the collection of the dues payable to the Commissioners on goods shipped or unshipped within the limits under the jurisdiction of the Commissioners or otherwise, and for compelling the giving of accounts of goods and the names of their owners, or the consignee or others liable, or to be made by the Bill liable to payment of dues, and for punishing evasion, and for requiring particulars of new ships launched and their machinery, and for better collecting and enforcing the dues payable in respect thereof, and better enforcing the dues on steam tugs, and for requiring accounts, statements, and particulars to be rendered to the Commissioners in respect thereof.

To authorise the Commissioners to make and maintain a graving dock or graving docks, with all proper cuts, communications, works, and conveniences connected therewith, such graving dock or graving docks, and other works, to be made in the township of Chirton, in the parish of Tynemouth, on the north side of the Northumberland Docks at or near Howdon, in the county of Northumberland, and also a graving dock or graving docks, and other works connected therewith, to be made in the township of Tynemouth, in the parish of Tynemouth, in the county of Northumberland, on the north side of the Tynemouth Docks.

To authorise the Commissioners, either alone or in conjunction with the Newcastle and Gateshead Water Company, and the Newcastle and Gateshead Gas Company, or either of such companies, to contribute to the formation and maintenance of the tunnel under the River Tyne, authorised by the Newcastle-upon-Tyne and Gateshead Gas Act, 1864, and to use the same for water pipes and gas pipes.

To enable the Commissioners, either alone or in conjunction as aforesaid, to make, maintain, and use for water pipes and gas pipes a tunnel under the River Tyne, commencing in the township of St. Nicholas, in the parish of St. Nicholas, in the borough of Newcastle-upon-Tyne, commencing in ground belonging to the Commissioners, at a point 20 yards, or thereabouts, westward of Tyne Bridge, and terminating upon ground belonging to the Commissioners in the parish of Gateshead, in the county of Durham, at a point 20 yards, or thereabouts, westward of Tyne Bridge aforesaid, and which tunnel will be situate and made within the parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Saint Nicholas township and Saint Nicholas parish, in the said borough and county of Newcastle-upon-Tyne, and Gateshead parish, in the said borough of Gateshead, in the county of Durham.

To authorise the Newcastle and Gateshead Water Company and the Newcastle-upon-Tyne and Gateshead Gas Company to contribute to the expense of the said last-mentioned tunnel, and to use the same.

To authorise the Commissioners to acquire, compulsorily or by agreement, certain lands and houses in the township of South Shields, in the parish of Jarrow, in the county of Durham, belonging, or reputed to belong, to the Warden, Master, and Scholars of the University of Durham, and other lands and houses adjoining and near thereto, and which lands and houses to be acquired are situate at or near the Middle Dock, and also in a street or place called Comical-corner, in the borough of South Shields, in the county of Durham.

To authorise the Commissioners to purchase lands and houses compulsorily, for the works and purposes authorised by the Bill, and to acquire lands by agreement for any of the purposes authorised by the Bill or the Tyne Improvement Acts, and to use or appropriate any lands for graving docks, timber ponds, or like works and conveniences, and to construct and maintain the same out of the funds and revenues of the Commissioners.

To authorise the Commissioners to levy and receive rates and charges for the use of any graving dock, or graving docks, and timber ponds which may belong to the Commissioners, or be made by them under the powers of the Bill, or to let any graving dock or timber pond, or any part thereof.

It is intended by the Bill to repeal the Act of the 8th and 9th Victoria, chapter 73, intituled "An Act to regulate the loading of Ships with Coals in the port of Newcastle-upon-Tyne."

The Bill will alter, amend, repeal, or enlarge some of the powers and provisions of the following Acts relating to the Tyne Improvement Commissioners; viz.:—"The Tyne Improvement Act, 1850;" "The Tyne Improvement Act, 1852;" "The Tyne Improvement Act, 1857;" "The Tyne Improvement Act, 1859;" "The Tyne Improvement Act, 1861;" the Blyth and Tyne Railway Acts; viz.:—"The Blyth and Tyne Railway Act, 1852;" "The Blyth and Tyne

Railway Branches Act, 1853;" "The Blyth and Tyne Railway Consolidation and Extensions Act, 1854;" "The Blyth and Tyne Railway Amendment Act, 1857;" "The Blyth and Tyne Railway Amendment Act, 1861;" the Acts relating to the Corporation of Newcastle-upon-Tyne; viz.:—(Local and Personal Acts) 1 Victoria, chapter 72; 4 and 5 Victoria, chapter 71; 9 and 10 Victoria, chapter 121; 16 and 17 Victoria, chapter 182; and 18 and 19 Victoria, chapter 99; the Local and Personal Act, 26 George III., chapter 110, being an Act for supplying North Shields, and the shipping resorting thereto, with Water; "The Newcastle and Gateshead Waterworks Act, 1863;" "The Tyne Direct Ferry Act, 1848;" and the North and South Shields Ferry Act, 10 George IV., chapter 98; the North-Eastern Railway Company's Act, Local and Personal, 17 and 18 Victoria, chapter 211; and any other Acts relating to that Company; and the Newcastle-upon-Tyne and Gateshead Gas Act, 1864; and any other Act, Charter, or Letters Patent affected by the objects of the Bill.

The Bill will alter rates, tolls, and duties, and will vary or extinguish exemptions from rates, tolls, and duties, and confer other exemptions, and will authorise the levying of other substituted rates, tolls, and duties, and will vary or extinguish all rights or privileges, whether of any corporation, company, or person, which will interfere with the objects of the Bill, and confer other rights and privileges.

On or before the 30th day of November instant, plans describing the line or situation of the intended new works, and the lands, houses, and property which may be taken under the powers of the Bill, and sections, showing the levels of those works, with a book of reference to the plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property, 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 Northumberland, at his office at Newcastle-upon-Tyne, and with the Clerk of the Peace for the county of Durham, at his office at Durham, and with the Clerk of the Peace for the town and county of Newcastle-upon-Tyne, at his office at Newcastle-upon-Tyne; and on or before the same day, a copy of so much of the said plans, sections, and book of reference as relates to any of the parishes aforesaid, in which the intended new works will be made, or lands, houses, or property to be taken are situate, with a copy of the said 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 adjoining parish, 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 18th day of November, 1864.

J. and M. Clayton, Solicitors for the Bill.

#### Fareham Gas.

(Incorporation of existing Gas Company; Supply of Gas; Adjustment of present Capital, and Increase of same; Borrowing Powers 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 incorporate into a Company, the shareholders, or some of the shareholders, in the existing Fareham

Gas Light and Coke Company, established under deeds of settlement, together with such other persons as may become shareholders in the undertaking; to vest in the intended Company all lands, buildings, works, pipes, gasometers, plant, monies, and all other property, rights, powers, and privileges whatsoever of the said existing Company, and to subject the intended Company to the debts, duties, and liabilities of the existing Company, or some of them; to adjust their present capital and outlay accounts; to increase the capital, and alter the character of the stock therein; to enable the intended Company to raise further monies by the creation of additional stock, and by borrowing; to attach to all or any part of such new stock, certain guaranteed dividends, preferences, or priorities, in payment of interest or dividend, and other special privileges, and (if thought necessary) to alter the number and qualifications of the managers or directors, and the scale of voting of the shareholders, and (so far as may be necessary) to vary or extinguish other rights and privileges of the existing shareholders; to alter or annul the said deeds of settlement, and, if need be, to dissolve the existing Company.

And it is intended by the said Bill to empower the said intended Company, to effect the several objects following, or some of them (that is to say):

To maintain, enlarge, and improve the present manufactory and works of the said existing Company, situate in the parish of Fareham, in the county of Southampton, with all necessary works and conveniences, for the manufacture and storing of gas, and other products, upon all or any part of the lands and premises now belonging to the said existing Company, and in the possession of them and their tenants, situate in the parish of Fareham aforesaid, and bounded on the east, south and west, by public highways of the parish of Fareham, and on the north by land belonging to the trustees of the late Hector Loring, deceased, and in the occupation of James William Blackman.

To manufacture gas and inflammable air, and supply, sell, and dispose of gas, coke, and other residuum and products arising from such manufacture.

To supply gas to the said town and parish of Fareham, in the county of Southampton, and to enable the intended Company to supply gas for public and private purposes within the said town and parish, and to contract with any board of health, commissioners, company, public officers, trustees, surveyors, or others, for lighting any streets, roads, ways, places or buildings, in the said town and parish.

To lay down, make and maintain, and from time to time alter, renew or remove, such mains, pipes, and other works and apparatus as may be necessary for carrying into effect the several objects and purposes of the said Bill, and for such purpose to cross, divert, alter, or break or stop up, so far as may be requisite or desirable, any streets, roads, highways, bridges, thoroughfares, railways, tramways, sewers, drains, rivers, streams, watercourses, paths, passages, and places within the said town and parish of Fareham; to levy and recover rates, rents, and charges, for the sale and supply of gas, coke, and other products, and for the sale and hire of gas-meters and fittings; to alter the rates, rents, and charges of the said existing Company or partnership, and to confer, vary, or extinguish other rights and privileges.

And it is also intended to incorporate (wholly

or partially) with the said Bill, "The Companies Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Act, 1845;" "The Gas Works Clauses Act, 1847;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" and "The Companies Clauses Act, 1863," or some or one of those Acts, and to confer upon the said Company, all such other powers as are usual, or shall be necessary for the several purposes aforesaid.

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

Dated this 11th day of November, 1864.

*Marchant and Pead*, 30, Great George-street, Westminster, Parliamentary Agents.

*James Tayler*, Clerk to the Fareham Gas and Coke Company.

In Parliament.—Session 1865.

West Sussex Junction Railway.

(Deviation at Western End—Abandonment of Parts of authorized Undertaking—Amendment of Act).

**N**OTICE is hereby given, that application is intended to be made to Parliament next Session for leave to bring in a Bill to effect the objects, or some of the objects, and to authorize the West Sussex Junction Railway Company (hereinafter called the Company) to exercise the powers, or some of the powers following, viz.:—

To make and maintain a deviation railway, commencing in the parish of Pulborough, and county of Sussex, by a junction with the Mid-Sussex Railway, at a point 340 yards, or thereabouts, to the southward of the bridge carrying the public road from Billingshurst to Pulborough over that railway, and terminating in the parish of Storrington and county of Sussex, by a junction with the authorized line of the railway No. 1, authorized by the West Sussex Junction Railway Act, 1864, in or near a field numbered 17 in that parish, on the plans deposited with the Clerk of the Peace for the county of Sussex, as in that Act mentioned, and a copy of which plans, so far as they relate to the parish of Storrington, was also deposited with the parish clerk of that parish, together with stations, works, and conveniences connected therewith. And which deviation railway, stations, works, and conveniences will be made or pass from, in, through, or into the parishes, township, and places of Pulborough, Wiggonholt, and Storrington, in the county of Sussex, or some of them.

To cross, divert, alter, or stop up, either temporarily or permanently, streets, roads, highways, bridges, canals, navigations, rivers, streams, railways, tramways, telegraphs, sewers, and drains in the parishes, townships, and places aforesaid.

To purchase and take, compulsorily or by agreement, for the purposes of the Bill, lands, houses, and hereditaments or easements in and over the same.

To levy tolls, rates, and duties upon and in respect of the deviation railway and works, to vary those which the Company are now authorized to levy, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties respectively.

To abandon the construction of the said Railway No. 1 from the commencement thereof as authorized by the West Sussex Junction Railway Act, 1864, up to the point of junction therewith (hereinbefore described) of the intended deviation railway, and also to abandon the construction of the

whole of the Railway No. 2 by that Act authorised, and to repeal or annul the provisions of that Act which relate to the railway and portion of railway so to be abandoned.

To extend and apply to the intended deviation and works and of the traffic thereof the provisions of the West Sussex Junction Railway Act, 1864, with respect to agreements between the Company and the London, Brighton, and South Coast Railway Company and the Mid-Sussex Railway Company.

To empower the Company, for the purposes of the Bill, to apply their corporate funds, and to raise more money by the creation of new shares and stock in the undertaking, with or without preference or priority of interest and dividend, and other special privileges, and by borrowing on mortgage or otherwise.

To amend the West Sussex Junction Railway Act, 1864, the Mid-Sussex Railway Act, 1857, and the Local and Personal Act 9 and 10 Victoria, cap. 283, relating to the London, Brighton, and South Coast Railway Company, and to vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

On or before the 30th day of November, 1864, plans and sections of the intended deviation railway and works, a book of reference to the plans, a published map showing the line of the deviation 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 Sussex, at his office at Lewes; 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 or extra-parochial place, in or through which the intended deviation railway and works will be made, with a similar copy of this notice, 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.

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 next.

Dated this 10th day of November, 1864.

*G. Faithfull, Son, and Coode*, 53, Parliament Street, Westminster, and Brighton, Solicitors for the Bill.

#### Saint John's Chapel, Portsea.

(Change of Name; Alteration of Appointment of Incumbent; Celebration of Marriages; Provisions as to Services in Chapel, and Notices therein, and the Management and Conduct of the Affairs thereof; Pew Rents and Rates; Recovery of Money; Levying and Alteration of Rates; further Powers; Amendment of Act).

**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 alter, amend, and enlarge the powers and provisions, or some of the powers and provisions of the Act of the 27th Geo. 3, cap. 64, intituled "An Act for building a new Chapel upon Portsmouth Common, in the parish of Portsea, in the county of Southampton," and to effect the objects and purposes following, or some of them (that is to say):—

To change the name of the chapel, authorized to be constructed by the said Act, from that of

Saint John's Chapel to that of Saint John's Church, or to such other name as may be prescribed or provided by the said intended Bill.

To alter the mode of nomination and presentation of the minister of the said chapel; upon the death, resignation, or avoidance of the present and any future minister of the same; to divest from and out of the owners or proprietors of seats in the said chapel, or any vicar of the parish of Portsea for the time being, or any other authority, any such right of nomination and presentation, and to vest the same in trustees, to be elected by such owners or proprietors of seats, or in such other body, corporation, or person as may be prescribed by the said intended Bill, or as may be directed or authorised by Parliament.

To authorise the celebration of marriages in the said chapel; to abolish the double fees, dues, and perquisites, now payable under the 37th section of the said Act, in respect of the religious ceremonies therein mentioned; and to provide that the fees, dues, and perquisites payable in respect of the same, and also in respect of marriages celebrated therein, should be paid to the vicar of the parish of Portsea only during his incumbency thereof, but no longer.

To alter the mode of giving such notices as are now required by the said Act to be given during divine service or otherwise, in the said chapel, and to prescribe other and different modes for giving the same.

To provide, if necessary, and deemed expedient, for the establishment and constitution of a separate parish for the purposes of such chapel.

To make further and other provisions for the forfeiture of pews or seats in the said chapel, for the non-payment of rent for the same, and for the non-payment of the rates levied for the repairs of the said chapel, or the premises connected or held therewith; and also with reference to payments and collections of such rents or rates.

To make further and other provisions, with reference to the nomination and appointment of an evening lecturer for the said chapel, and to abrogate or annul any rights now enjoyed by the commissioners of the said chapel with reference thereto; to make other and further provisions, for the defraying the expenses of the evening and other services therein, and also of the choir of the said chapel.

To make further and other provisions, with reference to the general regulation and management of the said chapel, and the affairs thereof, and the services therein, the rights of the incumbent, vicar of the parish of Portsea, commissioners, holders of pews or seats therein, and the pews and seats therein, the rents and rates payable in respect thereof, or otherwise under the said Act, and with reference to any matters connected therewith or incidental thereto.

To provide for the raising of money for defraying the expenses of the intended Bill, or for other the purposes thereof, or for any other objects or purposes deemed requisite or expedient, on the security of the pew rents and rates receivable or leviable under the said Act, or the intended Bill, or by rates or rents or otherwise, as may be thought desirable; to levy rates and rents; to confer, vary, or extinguish exemption from the payment thereof; to vary or extinguish any rights or privileges connected with the said chapel, or of any persons, bodies, or corporations having or exercising rights in or connected with the same,

or which would interfere with the objects of the intended Bill, and to confer other rights and privileges.

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

Dated this 10th day of November, 1864.

*H. and R. W. Ford*, Solicitors for the said Bill.

#### Cheltenham Waterworks Company.

(New Works and Further Powers—Supply of Water from the Severn—Extending Limits of Supply—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 further powers on the Cheltenham Waterworks Company (hereinafter called "The Company"), and to enable them to obtain a further supply of water for the purposes of their undertaking, and to make and maintain the works and effect the objects following, or some of them (to wit):—

A conduit or line of pipes commencing in or from the River Severn, in a part of the same known as the Severn Navigation, at a point in the parish of Tewkesbury and county of Gloucester, in or near a certain field called or known as the Quay Meadow, otherwise Key Meadow, belonging to Charles Porter, Esquire, and in the occupation of Mr. Henry Browett, and passing from, in, through, or into the parishes, townships, and extra-parochial or other places of Tewkesbury, the Mythe, Southwick, Southwick Park, Tredington, Bishop's Cleeve (parish and township), Gotherington, Woodmancote, Southam, Stoke Orchard, Brockhampton, Elmstone Hardwick, Hardwick, Uckington, Swindon, Cheltenham (parish and township), Arle, Alstone, otherwise Arlestone, Naunton, Westall, and Sandford or some of them, all in the county of Gloucester; and terminating by a junction with the existing mains or other existing pipes of the said Company in the said township of Cheltenham, in the parish of Cheltenham, at or near the point where Clarence Street joins High Street:

Together with all necessary and convenient cisterns, tanks, filter-beds, sluices, pipes, culverts, engines, buildings, machinery, embankments, approaches, and other works connected therewith, or incidental thereto, in the parishes, townships, and places aforesaid, or some of them:

To take, divert, appropriate, and apply so much of the waters of the said Severn Navigation and River Severn as may be necessary or expedient for the purposes of the undertaking of the Company as now existing, and as proposed to be extended under the powers of the Bill:

To lay down and maintain pipes, culverts, and other works in, under, over, or across, and to cross, break up, alter, divert, or stop up, either temporarily or permanently, roads, highways, footpaths, streets, public places, bridges, canals, towing paths, railways, tramways, sewers, drains, streams, brooks, and watercourses, in the parishes, townships, and places before-mentioned, or some of them:

To extend the limits and powers, or some of such powers of the existing Acts of the Company to, and to enable the Company to supply

with water the said several parishes, townships, and extra-parochial and other places before-named, or any or either of them, or such of them or such parts thereof as the Company may not at present be authorised to supply, and the inhabitants thereof respectively:

To purchase by compulsion or agreement, and to take on lease, and also to take grants of easements over lands, houses, waters, and other hereditaments, required for the purposes of the Company's supply, or of the Bill, and to vary or extinguish any rights or privileges which would interfere with those purposes:

To levy and recover rates, rents, and charges, for the supply of water to and in the extended limits; to vary existing rates, rents, and charges, and to confer exemptions from the payment thereof:

To apply for the purposes of the Bill the corporate funds of the Company, and to empower them for these purposes, and other the purposes of their undertaking, to raise more money by the creation of new shares and stock in their undertaking, with or without preference or priority of interest or dividend, and other special privileges, and by annuities and rent charges, and by borrowing money on mortgage or bond or otherwise, or by any or either of such means, and to create debenture stock, and to confer other rights and privileges:

And it is also intended by the Bill to amend the local and personal Acts relating to the Company, viz.:—5 George IV., chapter 132; 2 Victoria, chapter 25; 10 Victoria, chapter 8; and 21 Victoria, chapter 4; and to make further provision with reference to the regulation, protection, and management of the works and affairs of the Company and their supplies of water, and for preventing the waste or misuse of the water.

And it is also intended to incorporate with the Bill the Waterworks Acts 1847 and 1863; the Lands Clauses Consolidation Act, 1845; the Lands Clauses Consolidation Acts Amendment Act, 1860; the Companies Clauses Consolidation Act, 1845; and the Companies Clauses Act, 1863; or some of them, or some parts thereof; and also such parts of the Railways Clauses Consolidation Act, 1845, relating to roads and the temporary occupation of lands, and to other matters as may be deemed expedient.

Plans and sections of the proposed works, and a book of reference to such plans, and a copy of this notice as published in the London Gazette, will, on or before the 30th day of November, 1864, be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and on or before the same day, a copy of so much of the plans, sections, and book of reference, as relates to each parish or extra-parochial place in or through which the works are intended to be made, and a copy of this notice as published in the London Gazette, will be deposited for public inspection, in the case of each such parish, with the parish clerk thereof at his residence; and in the case of each such extra-parochial place with the parish clerk of some parish immediately adjoining thereto, at his residence.

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 15th day of November, 1864.

*Gwinnett and Ticehurst*, Solicitors for the Bill.



## Afon Valley Railway.

(Incorporation of Company—Construction of Railways—Agreements with Great Western Railway Company—User of portion of South Wales Railway—Traffic Arrangements and Amendment of Acts.)

**N**OTICE is hereby given, that application will be made to Parliament, in the next session, for an Act to incorporate a Company (hereinafter called "the Company") for making and maintaining the railways following, or one of them (with stations, approaches, works, and conveniences), viz.:—

No. 1. A railway, commencing in the parish of Margam, by a junction with the Great Western (South Wales) Railway, at or near the Port Talbot Station on that railway, and terminating in the hamlet of Llan-Gynwyd Higher, in the parish of Llangynwyd, in a field the property of the Dowager Countess Dunraven, and occupied by Gwenllian Thomas, widow, numbered 310 on the tithe commutation map of that parish, which intended railway will pass from, in, through, or into the parishes and places of Margam, Aberafon, parish of Llangynwyd, and hamlet of Llan-Gynwyd Higher, in the county of Glamorgan.

No. 2. A railway commencing by a junction with the intended Railway No. 1 at the termination thereof before described, and terminating by a junction with the Llynvi Valley Railway at or near the point where the branch to the Maesteg Works diverges from the main line of that railway, which intended railway No. 2 will pass from, in, through, or into the parishes and places of Llangynwyd, Llan-Gynwyd Higher, and Cwmdru, in the county of Glamorgan.

The intended Act will empower the Company to exercise all or some of the following powers (that is to say):

To purchase by compulsion, and also by agreement, lands, houses, and hereditaments for the purposes of the said proposed railways and works connected therewith; to levy tolls, rates, and charges upon or in respect of the proposed railways and works; to confer exemptions from the payment of tolls, rates, and charges; to vary or extinguish all rights and privileges inconsistent with the objects of the intended Act, and to confer other rights and privileges.

To cross, divert, alter, or stop up for the purposes of the intended Act, and, either temporarily or permanently, roads, streets, ways, streams, pipes, sewers, canals, navigations, rivers, bridges, railways, tramroads, and watercourses within or adjoining the parishes and places aforesaid, or any of them.

The intended Act will empower the Company and the Great Western Railway Company, or one of them, to lay down additional rails on or upon that portion of the Great Western (South Wales) Railway which is situated between the point where it is crossed by the Oakwood Tramway and the point where the branch railway to Port Talbot Dock diverges out of the Great Western (South Wales) Railway, and also on the stations, sidings, works, and conveniences connected with that portion of railway, so as to admit of the user thereof by engines and carriages adapted to the narrow gauge as well as by those adapted to the broad gauge, and the intended Act will empower the Company to run over, work, and use, by and with their officers and servants, engines, carriages, and trucks, and for the purposes of traffic of every description, the aforesaid portion of the Great Western and South Wales Railway, with the stations, approaches, water, water engines, sidings, machinery, works, and conveniences connected

therewith, and require the Great Western Railway Company to afford all necessary facilities for that purpose, on such terms and conditions as may be defined by the intended Act, or as may be agreed upon or determined by the Board of Trade, or by arbitration, or the said intended Act will authorise and give effect to contracts and arrangements between the Company and the Great Western Railway Company, for or with reference to all or any of the purposes aforesaid, and the payments and allowances to be made by or to the Companies in respect of the laying down of such additional rails and the use thereof, and of the works and conveniences connected therewith, and any matters incidental thereto; and if necessary, the intended Act will authorise the Company, and the Great Western Railway Company, or either of them, to apply their corporate funds to the objects aforesaid.

And it is intended by the said Act to empower the Company on the one hand, and the Great Western Railway Company and the owners, workers, or users of the said Port Talbot Dock Branch Railway, or any one of them, on the other hand, to make and carry into effect agreements with respect to the maintenance and management, use and working of the railways of the Company, and the conveyance of traffic, on the railways of the contracting parties; the fixing, collecting, and apportionment of the tolls, rates, charges, receipts, and revenues levied, taken, or arising in respect of such traffic; and the supply and maintenance of engines, stock, and plant.

And it is proposed, so far as may be necessary for all or any of the purposes of the intended Act, to alter, amend, extend, vary, and enlarge, or repeal, all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz.:—5 and 6 William 4, cap. 107, and 26 and 27 Vict., cap. 168, and of all other Acts relating to the Great Western Railway Company.

And it is also proposed to incorporate in the said Act all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Maps, plans, and sections of the intended railways and works, with a book of reference to such plans, and a copy of this Notice as published in the London Gazette, will be deposited on or before the 30th November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and 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 railways and works will be made, together with a copy of the said Gazette Notice, will be deposited on or before the 30th day of November in the present year with the parish clerk of each such parish at his residence, and as regards any extra-parochial place, with the parish clerk of some immediately adjoining parish at his residence.

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 14th day of November, 1864.

*Kempthorne and Cuthbertson*, Neath, Solicitors.

*William Bell*, 26, Duke Street, Westminster, Parliamentary Agent.

## Tottenham and Hampstead Junction Railway.

(Deviation and New Junction; Abandonment of certain Railways; Powers to apply Capital and to raise further Capital; to Extend and Apply certain Provisions of existing Acts; Powers of Subscription, &c., to the Midland and Great Eastern Companies, to enable them to raise Monies and appoint Directors; Agreements, &c., with those Companies; Lease or Sale of Undertaking to those Companies, and Powers to them in reference thereto; Repeal or Alteration of Provisions as to Sums Deposited for Securing Completion of certain Railways; Amendment of Acts.)

**N**OTICE 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 or one of them:—

To authorise the Tottenham and Hampstead Junction Railway Company (hereinafter referred to as "the Company") to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith respectively (that is to say):

A railway (in lieu of and in substitution for the railway authorised by "The Tottenham and Hampstead Junction Railway Act, 1864,") commencing in the parish of St. Mary, Islington, in the county of Middlesex, by a junction with the line (now in course of construction) authorised by "The Tottenham and Hampstead Junction Railway Act, 1862" (and therein referred to as Railway No. 1), at a point on such line distant 96 yards or thereabouts, measured along the said line in a north-easterly direction from the point where the said line crosses the Junction-road in the parish aforesaid, and terminating in the parish of St. Pancras, in the said county, by a junction with the line as authorised by "The Midland Railway (New Lines and Additional Powers) Act, 1864," at or near a point on such line where the same is shown to pass under York-place Mews on the plans and sections deposited in respect of the last-mentioned Act with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county, in the month of November, 1863, and which mews is numbered 17 in the parish of St. Pancras on the said plans, which said intended railway will be wholly made or be situate within the parishes of St. Mary, Islington, and St. Pancras, or one of them, in the county of Middlesex.

A railway commencing by a junction with the said intended railway in a field numbered 25 in the parish of St. Pancras, in the county of Middlesex, on the plans referred to in the Tottenham and Hampstead Junction Railway Act, 1862, and deposited in respect of the said Railway No. 1 (hereinbefore referred to) with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county, in the month of November, 1861, and terminating by a junction with the line as authorised by "The Midland Railway (New Lines and Additional Powers) Act, 1864," at or near a point shown on the plans deposited with respect to that Act with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county, in the month of November, 1863, 35 chains or thereabouts from the point where that line is shown on the said plans to commence; which said intended railway will be wholly made or be situate within the said parish of St. Pancras, in the county of Middlesex.

And it is also proposed by the intended Act to confer upon the Company all or some of the following powers (that is to say): To cross, stop up, alter, or divert, whether temporarily or per-

manently, all such turnpike and other roads, highways, streets, railways, tramways, canals, streams, rivers, aqueducts, drains, pipes, and other works, within or adjoining the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert in executing the several purposes of the intended Act.

To use and appropriate any road, street, or thoroughfare for the purposes of the said intended railways and works, and to divert or remove all gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers, pipes, and drains in and communicating with the said streets, and to temporarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the said intended railways and works the under surface of any road, street, thoroughfare, or land.

To purchase, by compulsion or agreement, lands, houses, and hereditaments for the purposes of the said intended railways and works, and of the intended Act; to levy tolls, rates, and duties for or in respect of the said intended railways and works; to grant exemptions from the payment of such tolls, rates, and duties; to alter and vary existing tolls, rates, and duties; to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To abandon and relinquish the construction of the railway authorised by "The Tottenham and Hampstead Junction Railway Act, 1864," in the parishes of St. Mary, Islington, and St. Pancras, in the county of Middlesex; also of the railway authorised by "The Tottenham and Hampstead Junction Railway Act, 1862" (and therein referred to as Railway No. 5), in the said parish of St. Pancras, and of the railway authorised by "The Tottenham and Hampstead Junction Railway Act, 1863" (and therein called the Junction-road Branch), in the said parish of St. Pancras, and to repeal, alter, or vary, all or some of the agreements and arrangements relating to the said several railways so proposed to be abandoned as aforesaid, and to substitute for the railway first above-mentioned or referred to so abandoned and relinquished the intended railway in this Notice firstly described, and to apply thereto, and to the construction thereof, and the acquisition of land for the same, and other necessary powers, the provisions or some of the provisions of "The Tottenham and Hampstead Junction Railway Act, 1864."

To enable the Company to apply to all or any of the purposes of the intended Act and to the general purposes of their undertaking, or any or either of them, any capital or funds now belonging to them, or hereafter to belong to them, or under the control of their directors, and which they were or are by "The Tottenham and Hampstead Junction Railway Act, 1864," and by "The Tottenham and Hampstead Junction Railway Act, 1863," authorised to create and issue, or which they have created and issued, under and by virtue of the said Acts, or any or either of them; and also to enable the Company for all or any or either of such purposes to raise a further sum of money by the creation of new shares or stock, with or without a guaranteed or preference dividend attached thereto, or by borrowing on mortgage and bond, or by any or either of such means.

To extend and make applicable to the intended railways and works (so far as may be necessary or expedient to the general purposes of the Company, or any or either of them) all or some of the pro-

visions contained in sections 40 to 54, both inclusive, of "The Tottenham and Hampstead Junction Railway Act, 1863," and in section 29 and in sections 36 to 67, both inclusive, of "The Tottenham and Hampstead Junction Railway Act, 1864."

To empower the Midland Railway Company and the Great Eastern Railway Company, or either of them, by themselves or their nominees, to take and hold shares in and subscribe towards the undertaking of the Company, as authorised by "The Tottenham and Hampstead Junction Railway Act, 1862," and to take and hold shares in and subscribe towards the intended undertaking of the Company, or any part or parts thereof respectively, and to guarantee to or for the Company interest, dividend, annual, or other payments on shares or stock, and the principal and interest of any loan, and to advance and lend money to the Company, and for those purposes to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or bond; and to enable the Midland Railway Company and the Great Eastern Railway Company, or either of them, to appoint directors of the Company.

To authorise the Company on the one hand, and the Great Eastern Railway Company and the Midland Railway Company, or either of them, on the other hand, to enter into and carry into effect agreements and arrangements with reference to the working by such Companies, or either of them, of the undertaking of the Company as authorised by "The Tottenham and Hampstead Junction Railway Act, 1862," and of the intended undertaking, or any parts thereof respectively, the supply of rolling and working stock, the regulation and apportionment of traffic, the levying, fixing, receipt, division and apportionment of tolls, fares, and charges; the management, maintenance, repair, and use of the said undertakings respectively, or any part or parts thereof respectively; the payment of a fixed or contingent rent, and for the appointment of a joint committee to carry out such arrangements or agreements:

To empower the Company to lease or to sell and transfer their undertaking as authorised by "The Tottenham and Hampstead Junction Railway Act, 1862," and by the intended Act, or either of them, and the works, property, estate, and effects, rights, powers, privileges, and authorities belonging thereto or connected therewith, or any part or parts thereof respectively, and either before or after the completion thereof, to the Great Eastern Railway Company and the Midland Railway Company (hereinafter referred to as the "two Companies") jointly or to either of the two Companies separately, and to authorise and empower the two Companies jointly, or either of them separately, to take such lease or to make such purchase and accept such transfer upon such terms and conditions, and for such considerations, and at such periods as may have been or may be agreed upon, or as may be prescribed in, or authorised by the intended Act, and upon such lease or sale and transfer to authorise the two Companies jointly or either of them separately, in the case of a lease during the continuance thereof, and in the case of a purchase absolutely and for ever, to exercise and enjoy all the rights, powers, privileges, and authorities, obligations, claims, and demands of the Company, whether with reference to the purchase of lands and other property, the execution of works, the levying of tolls, rates, and charges, or otherwise, and to authorise the two Companies for all and any such purposes to raise a further sum of money by

the creation of new shares or stock, 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 two Companies or hereafter to belong to them respectively or under the control of their directors:

To authorise the Company and their proprietors and creditors to accept in lieu of their present shares, stocks, and securities, any shares, stocks, rent charges, annuities, or securities of the two Companies, or either of them, and so far as may be necessary to classify, define, and regulate the capitals, shares, stocks, and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the two Companies respectively:

To authorise the application of monies deposited in the Court of Chancery for securing the completion of the railways and works authorised by "The Tottenham and Hampstead Junction Railway Act, 1863," and "The Tottenham and Hampstead Junction Railway Act, 1864," respectively, in the purchase of lands and the execution of the railways and works or other purposes authorised by the intended Act, and to make provision for the repayment to the Company or their nominees of the monies deposited in the said Court under and by virtue of "The Tottenham and Hampstead Junction Railway Act, 1863," and for the surrender or cancellation of any bond or bonds deposited in respect of such last-mentioned monies:

And the said intended Act will also contain provisions for increasing the number of the directors of the Company, and for repealing or altering the 68th section of "The Tottenham and Hampstead Junction Railway Act, 1863," relating to the appointment of directors of the Company by the Great Eastern Railway Company:

To alter, amend, extend, and enlarge, and if need be to repeal all or some of the provisions of the following local and personal Acts, or some of them; that is to say, "The Tottenham and Hampstead Junction Railway Act, 1862," "The Tottenham and Hampstead Junction Railway Act, 1863," "The Tottenham and Hampstead Junction Railway Act, 1864," "The Great Eastern Railway Act, 1862," "The Eastern Counties Railway (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Additional Powers) Act, 1863," 27 and 28 Vic. caps. 90, 35, 122, 124, 172, 282, 313, and 326, and any other Acts relating to the Great Eastern Railway Company, local and personal Acts 7 and 8 Vic. caps. 18 and 59; 8 and 9 Vic. caps. 38, 49, 56, 90, and 181; 9 and 10 Vic. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic. caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic. caps. 21, 88, and 131; 14 and 15 Vic. caps. 57, 88, and 113; 16 Vic. cap. 33; 16 and 17 Vic. cap. 108; 19 and 20 Vic. cap. 54; 22 and 23 Vic. caps. 40, 130, and 136; 23 and 24 Vic. caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic. caps. 57, 106, and 139; 25 and 26 Vic. caps. 81, 90, 91, and 173; 26 and 27 Vic. caps. 74, 182, and 183; 27 and 28 Vic. caps. 19, 164, 221, 230, 231, and 245, and any other Acts relating to the Midland Railway Company; local and personal Acts 9 and 10 Vic. caps. 71 and 88; 10 and 11 Vic. caps. 113, 125, 143, 146, 148, 272, 286, and 287, 11 and 12 Vic. caps. 62, 71, and 114; 12 and 13 Vic. cap. 84; 13 and 14 Vic. cap. 61; 14 and 15 Vic. caps. 45 and 114; 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; 23 and 24 Vic. cap. 168; 24 and 25 Vic. cap. 70; 25 and 26 Vic. caps. 1 and 46; 26 and 27 Vic. caps. 147 and 191; 27 and 28 Vic. caps. 49, 124, 202, 212,

243 and 252; and any other Acts relating to the Great Northern Railway Company, "The Edgware, Highgate, and London Railway Act, 1862;" and 27 and 28 Vic. cap. 29; and any other Acts relating to the Edgware, Highgate, and London Railway Company.

Plans and sections relating to the said intended railways and works, and book of reference to such plans, together with a published map with the lines of the intended 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 the Sessions House, Clerkenwell, in the same county; 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 parish 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 for public inspection as follows (that is to say): as to the parish of St. Mary, Islington, with the vestry clerk of the same parish, at his office, Vestry-hall, Upper-street, Islington; as regards the parish of St. Pancras, with the clerk, of the vestry of that parish, at his office, King's-road, Camden-town; and as to each other parish, with the parish clerk thereof, 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 intended Act will be deposited in the Private Bill Office of the House of Commons on or before the 23d day of December next.

Dated this 15th day of November, 1864.

*Hodding, Townsend, and Co.*, 3, Princes-street, Westminster,

*H. Toogood*, 16, Parliament-street, Westminster,

Solicitors for the intended Act.

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

In Parliament—Session 1865.

Hemel Hempsted and London and North Western Railway.

(Extensions to Redbourn and Harpenden; Junctions with Midland Railway (Extension to London) and Great Northern Railway; and other purposes.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session by the Hemel Hempsted and London and North Western Railway Company, (hereinafter called "the Company,") for an Act for all or some of the following purposes, that is to say:—

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

1. A railway commencing by a junction with the authorised Hemel Hempsted and London and North Western Railway, in a field numbered on the plans deposited with the Clerk of the Peace for the county of Hertford in respect of such authorised railway 52, in the parish of Hemel Hempsted, and terminating in the parish of Redbourn, in a field belonging to Isabella Wade and Charlotte Anne Pugh, and in the occupation of George Webb, and adjoining the turnpike road leading from Redbourn to St. Albans.

2. A railway commencing at the hereinbefore described intended termination of Railway No. 1, and terminating in the parish of Harpenden at a point on the common there known as Harpenden Common, 300 yards or thereabouts from the centre of the road (at or near Hatching Green) leading from Harpenden to Redbourn, measured in a south-easterly direction.

3. A railway commencing by a junction with the secondly hereinbefore described intended railway, at its hereinbefore described intended termination, and terminating by a junction with the authorised Midland Railway Extension to London, in a field in the parish of Harpenden belonging to John Bennet Lawes, Esquire, and in the occupation of William Davis, senior, and numbered on the plans deposited with the Clerk of the Peace for the County of Hertford in respect of such last mentioned authorised railway 88, in the parish of Harpenden.

4. A railway commencing by a junction with the secondly hereinbefore described intended railway, at its hereinbefore described intended termination, and terminating by a junction with the Hertford, Luton and Dunstable Branch of the Great Northern Railway in the parish of Harpenden, at a point 300 yards or thereabouts from the door leading from the platform of the Harpenden Station of such branch railway into the booking office of the said station, measuring along the said branch railway in a north-westerly direction.

The said several hereinbefore described intended works will be situate in the parishes of Hemel Hempsted, Redbourn and Harpenden, all in the county of Hertford.

To empower the Company to purchase by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, and to vary and extinguish all existing rights and privileges connected with any such lands and houses which could in any manner interfere with the objects and purposes of the intended Act.

To cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike roads, highways, railways, tramways, canals, streams, rivers, navigations, and other works within or adjoining the aforesaid parishes, townships, and extra-parochial and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, in executing the said several works, and to make lateral deviations from the lines of the intended railways and other works to the extent and within the limits defined upon the plans hereinafter mentioned, or in manner prescribed by the intended Act.

To authorise the Company to levy tolls, rates and duties, for or in respect of the said intended railways and works; 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 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 their undertaking, or either of them, by the creation of new shares or stock with or without a guaranteed or preference dividend or other rights or privileges attached thereto, or by borrowing on mortgage or bond, or by any or either of 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.

To enable the Company and any Company or persons by whom the said intended railways may at any time hereafter be lawfully worked or used, to run over, work, and use with their engines, car-

riages and waggons, and with their clerks, officers, and servants, so much of the line of the Midland Railway Company as is situate between the junction therewith of the thirdly hereinbefore described intended railway and the Harpenden Station of the Midland Railway Company, including that station and so much of the line of the Great Northern Railway Company as is situate between the junction therewith of the fourthly hereinbefore described intended railway and the Harpenden Station of the Great Northern Railway Company, including that station together also with all other the stations of the said two Companies respectively, and sidings, watering places, water platforms, approaches, turntables, and other works and conveniences connected with so much of the said lines of the said Midland Railway Company and Great Northern Railway Company respectively as aforesaid, and with the said two several stations upon such terms and conditions, and on payment of such tolls and charges as may be agreed upon, or as in case of difference shall be settled by arbitration.

To enable the Company and the Midland Railway Company and the Great Northern Railway Company, or either of them, to enter into arrangements and agreements with respect to the working, user, management, and maintenance by the said Midland Railway Company, or by the Great Northern Railway Company of the said intended railways and works, and the supply of rolling stock and machinery, and of officers and servants, for the conduct of the traffic on the said intended railways, and the conditions to be performed with respect to such working, use, maintenance and management and the collection, appropriation, apportionment and distribution of the revenues arising therefrom, and all incidental matters connected therewith.

To make provision for facilitating the interchange and transmission of all traffic whatsoever to, from, and over the said intended railways and the said lines of the Midland Railway Company and Great Northern Railway Company respectively, and to secure through booking to, from, through and over the said railways respectively, and for fixing, ascertaining, limiting, reducing, and settling the tolls, rates and charges to be levied or charged and other terms and conditions to be imposed for or in respect of any of the purposes aforesaid as may be necessary, and to authorise the Companies aforesaid from time to time to enter into agreements with respect to all or any of the matters aforesaid and to confirm any such agreements, and in default of agreements to confer all necessary powers for effecting the objects aforesaid or any of them.

To alter, amend, enlarge, or repeal, all or some of the provisions of "The Hemel Hempsted and London and North Western Railway Act, 1863," and of "The Midland Railway Extension to London Act, 1863," and of "The Great Northern Railway Act, 1861," and of all other the Acts relating to the Midland Railway Company and the Great Northern Railway Company respectively, or otherwise which could or might in any manner impede or interfere with the several objects aforesaid.

To incorporate with the said intended Act all, or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," "The Railways Clauses Act, 1863," "The Railways Construction Facilities Act, 1864," and "The Railways Companies Powers Act, 1864."

And notice is hereby further given, that duplicate plans and sections shewing the line, situation, and levels of the said intended railways and works, and

the lands in or through which the same are intended to be made, together with a book of reference to such plans, 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 Hertford, at his office at St. Albans, in the said 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 intended railways and works will be made, together with a copy of the said Gazette notice, will be deposited for public inspection with the parish clerk of each such parish, or in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto.

Printed copies of the said 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 14th day of November, 1864.

*Marchant and Pead*, 30, Great George-street, Westminster.

#### Leeds New Railway Station.

(Powers to North-Eastern and London and North-Western Railway Companies to construct New Railway Station at Leeds, to use Midland Railway and Station at Leeds, and agree with Midland Railway Company for such user—Powers to Midland Railway Company—Additional Capital—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 and the London and North-Western Railway Company (hereinafter called "The Companies," ) to make and maintain a Railway Station, with all proper lines of railway, works, conveniences, and approaches, which station will be situate on the south-east side of and adjoining, or near to the Wellington Station of the Midland Railway Company in Leeds, in the West Riding of the county of York, and south of and adjoining the street called Mill Hill, in the township and parish of Leeds, and will extend in breadth 90 yards, or thereabouts, eastwards from the said Wellington Station, and which lines of railway will extend from the said street called Mill Hill, to a junction with the Midland Railway, at a point on that railway distant about 110 yards south west of the centre of the bridge carrying that railway across the Leeds and Liverpool canal, in the township of Holbeck and parish of Leeds; which said proposed station, railways, and works will be wholly situate in the said townships of Leeds and Holbeck, and parish of Leeds, in the said West Riding.

And in such intended Act powers will be sought to cross on the level, or over, or under, and to divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, streets, and other roads, courts, passages, rivers, canals, streams, navigations, railways, viaducts, tramroads, bridges, and other works within the said townships and parish as it may be necessary to pass across, or over, or under, or to divert, alter, or stop up, for the purposes of the intended Act, or any of them, and to appropriate the sites thereof respectively to the use of the Companies and purposes of their undertakings, and to purchase, by compulsion or otherwise, all or any of the lands and houses, situate in the said townships and parish, and delineated on the plans to be deposited as hereinafter mentioned, and any other lands which may be required for the purposes of

the said intended station, railways, and works, or for extraordinary purposes connected therewith, and to alter, vary, or extinguish all existing rights, privileges, and exemptions connected with such lands, and houses, or which would in any manner impede or interfere with those purposes, or any of them, and to confer, vary, alter, or extinguish other rights, privileges, and exemptions; and also powers to levy tolls, rates, and duties for or in respect of the use of the said intended station, railways, and works, and to alter existing tolls, rates, and duties, and to confer, vary, or alter such exemptions from the payment of such existing and proposed tolls, rates, and duties, as may be thought expedient.

And also to enable the Companies between themselves, or the Companies on the one hand, and the Midland Railway Company on the other hand, from time to time, to enter into and carry into effect contracts, agreements, and arrangements with respect to the construction, working, management, maintenance, use, and apportionment of the said intended station, railways, and works, the supply of machinery, and of officers and servants for the conduct of the traffic thereof: and the management and regulation of such traffic: the payments to be made and the conditions to be performed with respect to such construction, working, management, maintenance, use, and apportionment; and the fixing, collection, division, and appropriation of tolls, rates, and charges.

And also to authorise and enable the Companies, or either of them, and any other Company or persons lawfully using their railways, or any part thereof, to run, pass, and carry, with and by their own or any other engines and carriages, upon and over those portions of the Midland Railway or of any railway now belonging to the Midland Railway Company, which will intervene between the junction therewith of the said intended lines of railway, and the respective junctions therewith of the Leeds Northern Railway of the North-Eastern Railway Company, and of the London and North-Western Railway, near and to the west and the east of the Holbeck Station, in Leeds, and also such portions of the Midland Railway as may be necessary in order to get access to and from those several junctions respectively, from and to the said intended station, and the said Wellington Station, and to use the said Wellington Station, and the station-yards, booking-offices, warehouses, watering-places, water, sidings, junctions, platforms, conveniences, and accommodations of, or belonging to, or used, or connected therewith, and with the said portions of railway, for the carriage of passengers, animals, goods, and other traffic, and otherwise, as may be provided by the said intended Act, upon and subject to such rules and regulations, and upon payment of such rates, tolls, and charges, and generally upon such terms and conditions as may be agreed upon between the Companies or either of them, and the Midland Railway Company, or as, in case of disagreement, shall be settled by compulsory arbitration upon the application of any of those Companies, or as may be fixed and determined in and by the said intended Act, and to grant and secure all necessary facilities for the passage and transmission of such passengers, goods, animals, and other traffic from, and to, and over the portions of railway and station, and other property so to be run over and used as aforesaid, to and from the railways of the Companies, and into and from the said intended station, and to enable the Companies, and each of them, and any other Company or persons aforesaid, to charge and take tolls, rates, and duties in respect of the conveyance of such passengers, goods, animals, and other traffic, and to confer exemptions from such tolls,

rates, and duties, and to confer, vary, and extinguish other rights, privileges, and exemptions.

And also to enable the Companies, or either of them, and the Midland Railway Company, to enter into and make agreements and arrangements as to interchange and transmission of traffic between and by their respective railways, and also with respect to the use of the whole, or any part of their respective undertakings, 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 respective Companies, and to confirm any agreement made, or to be made, as to any of the matters aforesaid.

And the said intended Act will also contain provisions authorising the appointment of Joint Committees, or Boards of Directors, of the Companies, or of them and the Midland Railway Company, for carrying into effect the objects aforesaid, or any of them.

And it is also proposed by such intended Act to authorise the Companies respectively to apply any monies which they have raised, or are authorised to raise, under their other Acts of Parliament, and to raise, by the creation of new Shares or Stock, and by borrowing, further sums 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 or class of shares or stock in the Companies respectively, as may be agreed upon, or as may be provided by or under the provisions of such intended Act.

And notice is hereby further given, that on or before the 30th day of November instant, duplicate plans and sections of the said proposed station, lines of railway and works, together with a book of reference to such plans, and a published map, showing the course and direction of the said intended railways, 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 West Riding of the county of York, at his Office at Wakefield, in the said West Riding; and that on or before the said 30th day of November instant, a copy of the said plans, sections and book of reference, and also a copy of this notice as published in the London Gazette, will be deposited with the parish clerk of the parish of Leeds, at his place of abode.

And it is also proposed by the said intended Act, to repeal, alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following (that is to say):—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; 22 and 23 Vic. caps. 10, 91 and 100; 24 and 25 Vic. caps. 135 and 141; 25 and 26 Vic. caps. 85, 120, 145, 146 and 154; 26 and 27 Vic. caps. 122, 221 and 238; 27 Vic. cap. 20; and 27 and 28 Vic. caps. 49, 55 and 67, and the several Acts in such Acts respectively, or any of them, recited or referred to, and any other Acts relating to the North-Eastern Railway Company, or to any railway now belonging to, or held or used by them: 8 and 9 Vict. caps. 36, 37, 43, 105, 111, 112, 123, 156 and 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 and 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. caps. 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 and 204; 18 and 19 Vict. caps. 172 and 194; 19 and 20 Vict. caps. 52, 69 and 123; 20 and 21 Vict. caps. 64, 98 and 108; 21 and 22 Vict. caps. 130 and 131; 22 and 23 Vict. caps. 1, 2, 5, 88, 113, 124, 126 and 134; 23 and 24 Vict. caps. 77 and 79; 24 and 25 Vict. caps. 66, 110, 123, 128, 130, 208 and 223; 25 and 26 Vict. caps. 55, 66, 78, 98, 104, 118, 148, 171, 176, 194, 198, 200, 208 and 209; 26 and 27 Vict. caps. 5, 152, 177 and 217; and 27 and 28 Vict. caps. 62, 194, 196, 200, 220, 226, 263, 288, 296, and 309, and any other Acts relating to the London and North-Western Railway Company, or their undertakings; 7 and 8 Vict. caps. 18 and 59; 8 and 9 Vict. caps. 38, 49, 56, 90 and 181; 9 and 10 Vict. caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326 and 340; 10 and 11 Vict. caps. 122, 135, 150, 191, 214, 215 and 270; 11 and 12 Vict. caps. 21, 88 and 131; 14 and 15 Vict. caps. 57, 88 and 113; 16 Vict. cap. 33; 16 and 17 Vict. cap. 108; 19 and 20 Vict. cap. 54; 22 and 23 Vict. caps. 40, 130 and 136; 23 and 24 Vict. caps. 52, 65, 66, 67, 72 and 91; 24 and 25 Vict. caps. 57, 106, and 139; 25 and 26 Vict. caps. 81, 90, 91 and 173; 26 and 27 Vict. caps. 74, 182 and 183; and 27 and 28 Vict. caps. 164, 230, 231, and 245, and any other Acts relating to the Midland Railway Company; 16 and 17 Vict. cap. 45; and 26 and 27 Vict. cap. 15, relating to the Leeds Gaslight Company; 25 and 26 Vict. cap. 28, and the several Acts therein recited, relating to the Leeds New Gas Company; 10 and 11 Vict. cap. 262; 15 and 16 Vict. cap. 102; 19 and 20 Vict. cap. 80; and 25 and 26 Vict. cap. 52, relating to the Leeds Waterworks Company; 28 Geo. II. cap. 41; 43 Geo. III. cap. 12; 49 Geo. III. cap. 122; 55 Geo. III. cap. 42; 5 Geo. IV. cap. 124; 2 and 3 Vict. cap. 17; 5 and 6 Vict. cap. 103 (Session 1), and cap. 104; 11 and 12 Vict. cap. 102; 19 and 20 Vict. cap. 115; and 23 and 24 Vict. cap. 132, relating to the town and borough of Leeds; and the 27 and 28 Vict. cap. 288.

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, 1864.

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

#### Bristol and North Somerset Railway.

(Bristol and Bath Lines.)

(New Lines between Camerton and Bath; Extension of Tramways at Bristol; Arrangements with Corporation of Bristol; Running Powers over Midland and Great Western Railways at Bath and Bristol; Working and other arrangements with Great Western and Midland Railway Companies; Facilities; 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 enable the Bristol and North Somerset Railway Company (hereinafter called "the Company") to exercise the powers following, or some of them (that is to say):—

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

No. 1.—A railway commencing in the parish of High Littleton, in the county of Somerset, by a junction with the authorised line of the Bristol

and North Somerset Railway, in a field numbered 60, in the parish of High Littleton, upon the plans deposited with the Clerk of the Peace for the county of Somerset, for the purposes of "The Bristol and North Somerset Railway Act, 1863," which said field belongs to John Rees Mogg and others, and is occupied by William James, and is bounded on the south side by the stream separating the parishes of High Littleton and Paulton; on the east side by a field belonging to John Rees Mogg, and occupied by Joseph Hill; and on the west side by a certain other field belonging to John Rees Mogg, and occupied by William James, and terminating in the parish of Weston, in the county of Somerset, by a junction with the Bath Extension of the Midland Railway, as authorised by "The Midland Railway (Bath and Thornbury Lines) Act, 1864," in a field numbered 11, in the parish of Weston, upon the plans deposited with the Clerk of the Peace for the county of Somerset, for the purposes of such last-mentioned Act, which said field belongs to John Purlawent Sparway and others, and is occupied by John Millard, being bounded on the south side by the public road leading from Bath to the New Bridge over the River Avon, on the north by the turnpike road leading from Bath to Kelston, and on the east by a field belonging to the representatives of Thomas Leir (deceased), and occupied by John Millard.

No. 2.—A railway commencing in the parish of Newton Saint Loe, in the county of Somerset, from and out of the said intended railway, numbered 1, in a field belonging to William Henry Powell Gore Langton, Esq., and occupied by James Collins, and which said field is bounded on the eastward side by the stream separating the parishes of Newton Saint Loe aforesaid and Twerton, in the said county of Somerset, and having Newton Mill, on the north-east corner thereof, and is bounded on the southward side thereof by the public road leading from Newton Saint Loe to South Stoke, and terminating in the parish of Twerton, in the county of Somerset, by a junction with the Great Western Railway, at a point on that railway about 50 yards eastward of the mile post indicating 109 miles from Paddington Station of the said Great Western Railway, which said several railways, hereinbefore numbered respectively 1 and 2, will be made or pass through, or into the several parishes and extra-parochial, and other places following, or some of them (that is to say):—High Littleton, Timsbury, Camerton, Priston, Englishcombe, Newton St. Loe, Twerton or Tiverton, and Weston, in the county of Somerset.

No. 3.—A railway which will be wholly situate in that part of the out-parish of St. Philip and St. Jacob, which is situate in the city and county of Bristol, commencing by a junction with the authorised line of the Bristol and North Somerset Railway, at a point in Barton Hill-road, situate about 170 yards eastward of the bridge which carries the Great Western Railway over such last-mentioned road, and terminating by a junction with the Midland Railway, about 60 yards to the south of the point where such last-mentioned railway is carried under the turnpike-road leading from Bristol over Laurence-hill to Bitton and Bath.

No. 4.—A railway or tramway commencing in the parish of Bedminster, in the city and county of Bristol, by a junction with the tramway authorised by the Bristol and North Somerset Railway Act, 1863, at a point in Cumberland-road, distant about 10 yards from the north-west end of the bridge over the outer lock of Bathurst basin, and terminating in the parish of Clifton, in the said city and county of Bristol, in the road or quay

immediately adjoining, and on the south side of the south-western entrance to Cumberland Basin.

No. 5.—A railway or tramway commencing in the parish of Bedminster, in the said city and county of Bristol, by a junction with the tramway authorised by "The Bristol and North Somerset Railway Act, 1863," at a point in the road called or known by the name of Hillsbridge-parade, situate about 90 yards east of Hill's-bridge, and terminating in the parish of Temple, in the said county and city of Bristol, by a junction with the low-level rails of the Great Western Railway, at a point in their goods station at about 100 yards north-east of the Bath-parade, as measured in a straight line from the entrance to their goods station out of Bath-parade aforesaid.

No. 6.—A railway or tramway commencing in the said parish of Bedminster by a junction with the tramway authorised by "The Bristol and North Somerset Railway Act, 1863," at a point in the road leading from Bathurst basin to Prince's-street-bridge, situate 50 yards to the northward of the Bathurst basin, opening bridge, and terminating in the parish of St. Nicholas, in the said county of Bristol, at a point upon the road or quay called the Grove, distant 50 yards or thereabouts to the west of the Sailors' Home, immediately adjoining the said road or quay, called the Grove, as aforesaid, which said several railways and tramways numbered 3, 4, 5, and 6, will be made, or pass through, or into the several parishes and extra-parochial and other places following (that is to say), the out-parish of St. Philip and St. Jacob, Temple, otherwise Holy Cross, St. Mary, Redcliff, Bedminster, St. Stephens, St. Nicholas, and St. Augustine, all in the city and county of Bristol.

To make and maintain in the said parishes of Bedminster, St. Stephen, and St. Nicholas, an opening bridge in the line and direction of the existing Prince's-street drawbridge, in those parishes and in lieu thereof, together with all necessary approaches thereto.

To form junctions with any other railways which now are, or which during the ensuing Session of Parliament may be sanctioned upon the line or course of the said intended railways or tramways, or any or either of them, and to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing-paths, footways, streams, drains, sewers, pipes, rivers, navigations, and other works, within the aforesaid parishes, extra-parochial, and other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, for the purposes of the intended works aforesaid.

To purchase by compulsion or otherwise lands, houses, and hereditaments, for the purposes of the said intended railway and works, or any or either of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the object and purposes of the intended Act, 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, or any of them or any or either of them, and upon the railways, stations, and works hereinafter mentioned belonging to other Companies, and to vary such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, rents, and duties, to confer, vary, or extinguish other rights and privileges.

To authorise the Company and any other Companies or persons lawfully exercising any of the powers of the said intended Act, all or any or either of them on the one hand, and the Mayor, Aldermen, and Burgesses of the City of Bristol on the other hand, to enter into agreements and arrangements with reference to the construction of the said intended railways and tramways Nos. 4, 5, and 6 upon the quays and upon or across any of the bridges and works vested in or under the control of the said Mayor, Aldermen, and Burgesses, and also as to the working and use as well of the said intended railways or tramways as of the tramway authorised by "The Bristol and North Somerset Railway Act, 1863," or of any part or parts thereof respectively, and the payment to be made in respect of such construction, working, and use, and to authorize the said Mayor, Aldermen, and Burgesses to contribute towards any works or subscribe to the capital of the Company, and to apply any part of the moneys belonging to the said Mayor, Aldermen, and Burgesses for and towards any of the works or matters agreed to be undertaken or performed by them, or for any of the purposes aforesaid.

To empower the Company, their officers and servants, and also all corporations lawfully using the said intended railways, to run over, work, and use with their engines and carriages of every description, and for the purposes of their traffic upon such terms and conditions and upon payment of such tolls, rates and charges as shall (in default of agreement) be settled by the Board of Trade or by arbitration or otherwise.

So much of the Great Western Railway as is situate between the junction with that railway, of the said intended railway No. 2, and eastern end of the Bath Passengers Station belonging to the Great Western Railway Company.

So much of the Great Western Railway as is situate between the junction with that railway, of the railway No. 4, authorised by the Bristol and North Somerset Railway Act, 1863, and the present existing station of the Great Western Railway at Bristol, or any future station which the Great Western Railway Company may be authorised hereafter, either alone or jointly, with any other Company, corporation, or persons to construct and maintain at or near Temple Meads aforesaid.

So much of the Bath branch of the Midland Railway, as authorised by the Midland Railway (Bath and Thornbury) Lines, Act 1864, as will, when constructed according to the deposited plans referred to in the said Act, be situate between the point of junction therewith of the said intended railway No. 1 and the termination of the said Bath branch of the Midland Railway aforesaid, in the parish of Walcot, in the city of Bath, and county of Somerset.

And also to work into and use upon such terms and conditions as aforesaid, all or any part of the offices, goods, engines, and other sheds, sidings, landing stages, watering places, machinery, roads, works, and other conveniences of the said Companies respectively, at or near their before-mentioned stations, or any of them, or any other stations which may be situate upon the several parts of the Midland and Great Western Railways hereinbefore described, and especially the Bristol, Twerton, and Bath stations of the Great Western Railway Company and the proposed Bath station of the Midland Railway Company, or any other

stations which may be erected by such several Companies in lieu of their present existing stations at such several places aforesaid.

To empower the Great Western and Midland Railway Companies, or either of those Companies, to enter into contracts and arrangements with the Company, or with each other independently of the Company, with respect to the working, use, management, maintenance, and repair, as well of the said intended railways, tramways, and works, or any part or parts thereof, and of any other railways, tramways, and works, or any part or parts thereof, which the Company may, by any Act or Acts of Parliament, to be passed in the ensuing session of Parliament, be authorised to construct as of the railways, tramways, and works authorised by "The Bristol and North Somerset Railway Act, 1863;" the supply of rolling and working stock, the regulation and apportionment of traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent, and also for the appointment of a joint committee for better carrying out any such arrangements, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

And provision will be made in the said intended Act for requiring the Midland Railway Company, the Bristol Port Extension Railway Company, the Bristol Port and Pier Railway Company, the Bristol and South Wales Union Railway Company, and the Great Western Railway Company, and each of them, to grant all proper and reasonable facilities for the transmission (including through booking) of, and to transmit upon and along their respective railways, or any part thereof, all traffic which, having passed over the said intended and authorised railways, or either of them, or any part thereof respectively, may be tendered to them respectively for transmission along their own railways or any part thereof, for the purpose of being afterwards conveyed on and along the said intended railways, or either of them, or any part thereof respectively, 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 it is proposed, so far as may be necessary, for all or any of the purposes of the said intended Act, to alter, vary, amend, extend, and enlarge or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following or some of them, viz.:—The Bristol and North Somerset Railway Act, 1863; local and personal Acts 7 and 8 Vic., caps 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 and 17 Vic., caps. 33 and 108; 19 and 20 Vic., cap. 54; 20 and 21 Vic., cap. 134; 22 and 23 Vic., caps. 130 and 136; 23 and 24 Vic., caps. 52, 65, 66, and 67; 24 and 25 Vic., caps. 57, 72, 91, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 182, and 183; 27 and 28 Vic., caps. 144, 145, 230, and 231, relating to the Midland Railway Company; 5 and 6 Will. IV., cap. 107; 6 Will. IV., caps. 36, 38, 77, and 79; 7 Will. IV. and 1 Vic., caps. 91 and 92; 1 and 2 Vic., caps. 24 and 26; 2 and 3 Vic., cap.

27; 3 and 4 Vic., caps. 47 and 105; 4 and 5 Vic., cap. 41; 5 Vic. (session 2), cap. 28; 6 and 7 Vic., cap. 10; 7 and 8 Vic., caps. 3, 68, and 99; 8 and 9 Vic., caps. 40, 42, 53, 115, 155, 156, 183, 184, 188, 190, and 191; 9 and 10 Vic., caps. 14, 166, 181, 236, 239, 240, 250, 251, 274, 275, 300, 303, 307, 326, 328, 335, and 337; 10 and 11 Vic., caps. 60, 72, 76, 86, 91, 101, 109, 144, 149, 154, 177, 226, and 242; 11 and 12 Vic., caps. 28, 59, 74, 77, 82, 95, 130, 131, 133, 135, 158, and 159; 12 and 13 Vic., cap. 55; 13 and 14 Vic., caps. 6, 7, 44, 98, and 110; 14 and 15 Vic., caps. 22, 48, 52, 53, 74, 81 and 131; 15 and 16 Vic., caps. 9, 125, 133, 140, 145, 146, 147, and 168; 16 and 17 Vic., caps. 121, 153, 175, 178, 179, 184, 204, 205, 209, 210, 212, 215, 222, and 227; 17 and 18 Vic., caps. 108, 120, 158, 163, 192, 202, 204, 207, 209, 215, and 222; 18 Vic., caps. 11, 59, and 69; 18 and 19 Vic., caps. 98, 171, 175, 183, and 191; 19 and 20 Vic., caps. 111, 126, and 137; 20 Vic., cap. 1; 20 and 21 Vic., caps. 8, 24, 54, 96, 116, 119, and 158; 21 and 22 Vic., caps. 88, 90, 123, 126, 139, 142, and 146; 22 Vic., cap. 13; 22 and 23 Vic., caps. 1, 17, 22, 46, 59, 84, 105, 138, 40, 64, 76, 120, and 134; 23 Vic., cap. 76; 23 and 24 Vic., caps. 69, 72, 76, 81, 82, 94, 144, 127, and 128; 24 Vic., caps. 32 and 36; 24 and 25 Vic., caps. 22, 36, 73, 76, 81, 87, 133, 134, 144, 164, 167, 189, 197, 204, 212, 213, 215, 221, 227, 234, and 240; 25 and 26 Vic., caps. 14, 56, 58, 71, 78, 109, 110, 111, 127, 128, 148, 161, 167, 168, 178, 183, 190, 196, 198, 206, 208, 209, 212, 218, 221, and 226; 26 and 27 Vic., caps. 113, 151, 198, 127, 172, 204, and 227; 27 and 28 Vic., caps. 306 and 176, relating to the Great Western Railway Company, "The Bristol Dock Transfer Act, 1848," and any other Acts relating to the Bristol Docks and Harbour.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections showing the direction, line, and levels of the said intended railways and other works, and the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a published map showing the line of the intended railways delineated thereon, and also a copy of this notice as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Somerset, at his office at Wells, in the said county, and with the Clerk of the Peace for the city and county of Bristol, at his office at Bristol, in the said city and county; and that on or before the 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 railways and other works are 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 (that is to say):—in the case of parishes 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.

Printed copies of the said intended 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.

Dated this 7th day of November, 1864.

*John Rees Mogg*, High Littleton, Bristol,  
*Thomas A. Hill*, Paulton, Bristol.  
*John Bingham*, 17, Parliament-street,  
London.

### Truro and Newquay Railway.

(Incorporation of Company ; Construction of Railways ; Use of certain Railways and Tramroads of Trefry's Trustees and Cornwall Railway Company, and arrangements with them respectively ; Running Powers ; 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 for the construction and maintenance of the railways hereinafter mentioned, and all necessary approaches, stations, and works connected therewith, or some of them, wholly situate in the county of Cornwall (that is to say) :

1. A railway commencing in the parish of Newlyn, by a junction with the East Wheal Rose Branch of the Newquay Railway, at or near a culvert carrying the said railway over a stream near Nanhellan Farm, and which said culvert and line of railway are numbered 53 on the deposited plans of the said railway, and mentioned in the Newquay Pier and Harbour and Railway Act, 1857, and terminating in the parish of Perranzabuloe, at or near the dressing floors of West Chiverton Mine.

2. A railway commencing in the parish of St. Allen by a junction with Railway No. 1, near the village of Zelah, in a field belonging to Christopher Henry Thomas Hawkins, Esquire, in the occupation of Richard Lanyon, and which said field is bounded on the north by an occupation road, and terminating at the Cornwall Railway at or near the eastern end of the Truro Viaduct of the said railway, which said intended railways will pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say:—Newlyn, St. Allen, Perranzabuloe, Kenwyn, St. Mary's, and St. Clement ; and in the said intended Act the following powers or some of them will be taken, that is to say :

To stop up, cross, divert, or alter, either temporarily or permanently, any turnpike or other roads, railways, aqueducts, rivers, navigations, streams, drains, and watercourses within the said 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 said intended railways and other works.

To purchase, by compulsion or otherwise, lands and houses for the purposes of the said intended railways and works, and to alter, vary, or extinguish all existing rights and privileges connected with such lands and houses, or which would interfere with the construction of the said railways and works, and to confer other rights and privileges.

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

To enable the proposed Company, and the Cornwall Railway Company, and the owners for the time being of the tramroads constructed under the authority of an Act, passed in the 7th and 8th years of the reign of her present Majesty, entitled "An Act to amend an Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall, and to make certain tramroads in connection therewith," and of Trefry's Estate (Newquay Railway) Act, 1857, respectively, or either of them, and either jointly or separately to enter into contracts, agreements, and arrangements with respect to the maintenance, working, and using of the said intended railways and works, and for the supply of rolling stock and plant, and to authorize the aforesaid Company, and the Cornwall

Railway Company, and such owners as aforesaid, or either of them to work and use the same or some portion 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 railways and works, or some of them, or for the apportionment of the tolls and fares received on the said intended railways and works, or some of them, or the payment of fixed sums in lieu thereof.

To empower the Company, and other Companies and persons, working or using the said intended railways, either by agreements or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic, of every description, the railway, stations, offices, water engines, and works and conveniences of every description, of the Newquay Railway, upon such terms and conditions as may be defined in the said intended Act, as may be settled (in default of agreements) by the Board of Trade, or by arbitration ; and further to require the said owners of the said Newquay Railway to afford all requisite facilities for the aforesaid purpose.

And it is proposed by the said intended Act, so far as may be necessary to alter, amend, extend, and enlarge, and to repeal all or some of the powers and provisions of the following Acts (local and personal), or some of them, that is to say : "The Cornwall Railway Act, 1861 ;" the Act of the 7th and 8th of Vic. ; and "The Trefry's Estate Act, 1857," before referred to ; and all other Acts relating to the Cornwall Railway Company, and the Newquay Railway ; and with the said intended Act will be incorporated the powers and provisions of the following Acts, or some of them : "The Companies Clauses Consolidation Acts, 1845 and 1863 ;" "The Lands Clauses Consolidation Acts, 1845, 1860, and 1863 ;" and "The Railway Clauses Consolidation Acts, 1845 and 1863."

And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes aforesaid, 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 published map, shewing the general course and direction of the said railways and works ; 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 Cornwall, at his office at St. Austell ; and that 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 intended railways and works are intended to be made together with a copy of this notice as published in the London Gazette will, on or before the said 30th day of November, be deposited with the parish clerk of each parish, respectively, at their respective residences ; and in the case of any extra-parochial place, with the parish clerk of some parish immediately adjoining thereto, at his residence.

And copies of the said 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, 1864.

*Hodge, Hockin, and Marrack, Truro.*

*R. W. Head, Exeter.*

*Hampton and Burgin, 8, John-street, Bedford-row, London.*

*Solicitors for the intended Act.*

## Bishop's Castle Railway.

(Railways from Chirbury to Minsterley; Running Powers over parts of Shrewsbury and Welshpool and Shrewsbury and Hereford Railways; Joint Use of Shrewsbury Station; Powers to raise Additional Capital; Arrangements with other Companies; 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 enable the Bishop's Castle Railway Company (herein called "the Company") to make and maintain the Railways following, or some of them, or some part or parts thereof, with all proper stations, approaches, works, and conveniences respectively, that is to say—

1. A railway, commencing by a junction with the authorised main line of the Bishop's Castle Railway (such main line being the railway first described in the 20th section of "The Bishop's Castle Railway Act, 1861"), at a point marked 3 miles, 2 furlongs, and 2 chains on such main line, in a field in the parish of Chirbury, in the county of Salop, numbered 46 on the plans of such railway deposited for the purposes of that Act with the Clerk of the Peace for the county of Salop, on or before the 30th day of November, 1860, which field is the property of the Earl of Powis, and is or late was in the occupation of Edward Jones, and terminating in the chapelry of Minsterley, in the parish of Westbury, in the said county of Salop, by a junction with the Minsterley Branch of the Shrewsbury and Welshpool Railway (which branch is referred to in the Shrewsbury and Welshpool Railway Act, 1856, as "the branch"), at or near to the Minsterley Terminus thereof, and at the point 350 yards, or thereabout, to the northward of the public-house in the village of Minsterley, called the "Miners' Arms."

2. A railway, commencing in the said parish of Chirbury by a junction with the said authorised main line of the said Bishop's Castle Railway, at a point marked 3 miles, 4 furlongs, and 1 chain on such main line, [and in a field numbered 52 in the said parish of Chirbury, on the said plans, which field is the property of the Earl of Powis, and is or late was in the occupation of William Price, and terminating in the said parish of Chirbury by a junction with the said intended railway numbered 1, and in a field in the tithe apportionment map of the said parish of Chirbury numbered 54, which field is situate about 30 yards to the north-west of the Chirbury toll-gate, and is the property of the said Earl of Powis, and is or late was in the occupation of the said William Price.

And which said intended railways will be made or pass in, through, or into the several parishes, townships, and extra-parochial places following; or some or one of them, that is to say, Chirbury, Timberth, Dudston, Winsbury, Walcot, Heightley, Hockleton, Woodmoor, Groton, Wotherton, Marton, Wilmington, Priest Weston, Middleton, Marrington, Stockton, Rorrington Moor, Lower Wood, Worthen, Brockton, Leigh, Habberley, Habberley Office, Habberley Hayes, Walton, Meadowtown, Bin Weston, Grimmer Upper, Grimmer Lower, Grimmer, Brownlow, Hogstow, Lower Hogstow, Upper Hogstow, Aston, Aston Rogers, Aston Pigot, Heath Upper, Heath Nether, Heath, Hope, Hem, Reabrook, Rea Bridge, Weston, Minsterley, Westbury, Asterley, Brookbatch, Westley, Winsley, Lake, and Hurst, Minsterley Park, and Pontesbury, in the said county of Salop.

To enable the Company to stop up, alter, or divert, either temporarily or permanently, turnpike and other roads, streets, rivers, or streams, for the purposes of the said intended Act, or any of them; to purchase by compulsion or agreement lands, buildings, and property, for the purposes of the said intended Act, or any of them; and to repeal, vary, or extinguish any rights or privileges connected with such lands, buildings, and property; to levy tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and, if necessary or expedient, to alter the tolls and charges now leviable by the Company.

To empower the Company, and all Companies or persons lawfully working or using the said Bishop's Castle Railway and the said intended railways, or any or either of them, or any part thereof respectively, to run, over, work, or use, with their respective engines and carriages, and for the purposes of traffic of every description, upon rates, payment, terms, and conditions, to be prescribed by or under the said intended Act, or, failing agreement, to be settled by arbitration, the following railways (that is to say):—

1. The said branch of the Shrewsbury and Welshpool Railway referred to in the Shrewsbury and Welshpool Railway Act, 1856, as "the branch," including the station at Minsterley.

2. So much of the main line of the said Shrewsbury and Welshpool Railway as is situate between the junction therewith of the said branch and the junction of such main line with the Shrewsbury and Hereford Railway, and

3. So much of the Shrewsbury and Hereford Railway as is situate between the last-mentioned point of junction and the Shrewsbury Station belonging to the London and North-Western, Great Western, and other Railway Companies jointly; together with the said station, and all other stations, sidings, warehouses, buildings, booking and other offices, approaches, watering places, sheds, standing room for engines, works and conveniences, water supplies, telegraph signals, and machinery, in and upon those railways or portions of railways respectively, and to require the Companies and persons owning and working those railways and portions of railways and station respectively to afford and render all services and facilities for the purposes aforesaid.

To enable the Company to apply their corporate funds to the purposes of the said intended Act, or any of them, and to raise further sums for such purposes, or any of them, and for the general purposes of their undertaking, by the creation of new shares, with or without preference or priority in payment of interest or dividend, or by borrowing, or by either of those means, as part of their general capital and funds, or wholly or in part as a separate capital charged primarily or exclusively on all or any part of the said intended railways and works.

And the said Act will alter, amend, extend, or enlarge, so far as it may be necessary for the purposes aforesaid, all or some of the powers or provisions of the several Acts following, that is to say: The 3rd and 4th William IV., cap. 36; 9th and 10th Vict., cap. 204, and the several other Acts relating to the London and North-Western Railway Company; the 5th and 6th William IV., cap. 107; 8th and 9th Vict., cap. 184; 23rd and 24th Vict., cap. 81; 26th and 27th Vict., cap. 113, and the several other Acts relating to the Great Western Railway Company; the 9th and 10th Vict., cap. 395; the 25th and 26th Vict., cap. 198; and the several other Acts relating to the Shrewsbury and Hereford Railway Company; the 19th and 20th Vict., cap. 132,

and the several other Acts relating to the Shrewsbury and Welshpool Railway Company; the 17th and 18th Vict., cap. 179, and the several other Acts relating to the Shropshire Union Railways and Canal Company; and the "Bishop's Castle Railway Act, 1861"; together with any Acts relating to the joint station at Shrewsbury or the ownership or management thereof, or the tolls or payments to be levied and taken in respect of the use thereof.

The intended Act will also incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

Duplicate plans and sections describing the lines and levels of the said intended railways and works, and the lands and property which may be required to be taken for the purpose 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 property, and a published map with the lines of the intended 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 Salop, at his office at Shrewsbury, and on or before the same 30th day of November instant, a copy of so much of the said plans, sections, and books of reference, as relate to each parish in or through which the said intended railways and works will be constructed, together with a copy of this notice as published in the London Gazette, will be deposited with the clerk of each such parish, at his residence; and as regards any extra-parochial place, with the parish clerk of some adjoining parish, at his residence.

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 10th day of November, 1864.

*Thomas Griffiths*, Bishop's Castle,  
*William Wilding*, Montgomery,  
Solicitors for the Bill.

In Parliament, Session 1865.

Bodmin Railway (Extension).

(Extension to Bodmin and Wadebridge; Alteration and Abandonment of portion of Bodmin Railway; Running Powers over Bodmin and Wadebridge Railway; Increase of Capital; Agreement or Lease with Cornwall Railway; 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, herein called the Company, and to confer upon such Company powers to make and maintain the railways hereinafter described, with all proper stations, approaches, works, and conveniences connected therewith, to be wholly situate in the county of Cornwall, that is to say:—

1.—A railway, which will be wholly situate in the borough and parish of Bodmin, commencing by a junction with the authorised line of the Bodmin Railway, at a point six furlongs three chains on the deposited plans of that railway, in a field numbered 56 in the said plans, which said

field is the property of the mayor, aldermen, and burgesses of the borough of Bodmin, and in the occupation of John Cock, adjoining the turnpike road leading from Bodmin to Lostwithiel, and terminating at or near the Bodmin Station of the Bodmin and Wadebridge Railway, in a field belonging to Felix Elford Coom, and in his own occupation.

2.—A railway, which will be also wholly situate in the borough and parish of Bodmin, commencing at the termination of the before described Railway No. 1, and terminating by a junction with the Bodmin and Wadebridge Railway, at or near the Bodmin Station of that railway.

To empower the Company and other Companies and persons making or using the said intended railways, either by agreement or otherwise, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, the Bodmin and Wadebridge Railway, upon such terms and conditions as may be defined in the said intended Act, or as may be settled (in default of agreement), by arbitration, or by the Board of Trade; and further, to require the said Bodmin and Wadebridge Company to afford all requisite facilities for the aforesaid purposes.

The Bill will either incorporate a Company for the purposes aforesaid, or empower the Bodmin Railway Company to construct the proposed railways and works, or any part thereof, and to raise capital for the purpose, or to subscribe towards, or guarantee interest on, the capital of the Company to be incorporated, and for those purposes to raise capital by shares or stock, and by loan, and to attach to such capital, preference or priority of dividends, or interest, or other advantages over their existing capital.

The Bill will also take powers enabling the Bodmin Railway Company to abandon so much of their authorized line as is situate between the hereinbefore described commencement of the intended Railway No. 1, and the termination of the Bodmin Railway at Bodmin.

For the purposes of the said railways and works, it is intended by the Bill to apply for powers to cross, divert, alter, or stop up—whether temporarily or permanently—roads, tramroads, drains, rivers, and canals, to purchase lands, houses, and other property compulsorily, to levy tolls, rates, and charges, and to alter existing tolls, rates, and charges, and to confer, vary, and extinguish other rights and privileges.

The Bill will also enable the Company, or the Bodmin Railway Company on the one hand, and the Cornwall Railway Company on the other hand, or either of them, from time to time to enter into agreements for, and in respect of, the construction, working management, and use of the proposed railways, the supply of rolling stock and machinery, and of officers and servants for the conduct of the traffic, the payments to be made, and the division and appropriation of the revenue arising from such traffic, and the appointment of joint committees for carrying into effect any such agreements.

To empower the Company or the Bodmin Railway Company to let on lease to and enable the Cornwall Railway Company to take on lease and to work, manage, and levy tolls upon the proposed railways or any part thereof. To authorize the Company or the Bodmin Railway Company and the Cornwall Railway Company to enter into and carry into effect contracts and agreements for the purposes aforesaid, and to confirm any agreement for such purposes which may have been entered into before the passing of the said intended Act.



The Bill will incorporate with itself all or some of the provisions of the Companies' Clauses Consolidation Acts, 1845 and 1863; the Lands' Clauses Consolidation Acts, 1845 and 1860; and the Railways' Clauses Consolidation Acts, 1845 and 1863; and to alter, amend, extend, enlarge, or repeal all or some of the provisions of the several Acts (local and personal) following (that is to say), the 9th and 10th Vic., cap. 335; 10th and 11th Vic., cap. 62; 17th and 18th Vic., cap. 85; 18th and 19th Vic., cap. 59; 20th Vic., cap. 1; 21st and 22nd Vic., cap. 88; 24th and 25th Vic., cap. 215; 27th and 28th Vic., caps. 163, 170, and 269, and all other Acts relating to the Cornwall Railway Company; 2nd Will. 4th, cap. 47; 5th and 6th Will. 4th, cap. 93; and all other Acts relating to the Bodmin and Wadebridge Railway; and Bodmin Railway Act, 1864.

And notice is hereby further given, that on or before the 30th day of November, 1864, duplicate plans and sections, describing the lines, situation, and levels of the said railways and works, and the lands, houses, and other property in or through which the same will be made, or which may be taken under the powers of the Bill, 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 published map, showing the general course and direction of the said railways, 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 Cornwall, at his office at St. Austell, in the said county; and that on or before the 30th day of November, 1864, a copy of so much of the said plans, sections, and book of reference as relates to each parish in or through which the intended railways and works are proposed to be made, and also a copy of this notice, published as aforesaid, will be deposited with the parish clerk of each such parish, at his residence, and in case of any extra-parochial place, with the clerk of some parish immediately adjoining thereto, at his place of abode.

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 8th day of November, 1864.

*Thomas Commins*, Solicitor, Bodmin.

*Manning and Walker*, 20, Great George-street, Westminster, Parliamentary Agents.

#### Perth General Railway Station.

(Construction of Railways in and near General Station at Perth; improvement and extension of that Station, and alteration and re-arrangement of rights of Companies interested therein; erection of Station Hotel; power to those Companies to raise additional Capital; 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 effect the following objects, or some of them (that is to say):—

To enable the Scottish Central Railway Company to make and maintain the following railways, or some, or one of them, or part thereof, and all proper works and conveniences in connection therewith respectively, viz.:—

First. A railway (hereinafter called Railway No. 1), commencing by a junction with the main line of the Scottish Central Railway, near the

south face of the bridge called the Glasgow Road Bridge, by which the Perth and Auchterarder turnpike road is carried over the Scottish North-Eastern Railway at its junction with the Scottish Central Railway, and terminating by a junction with the said main line at or near a point about six chains southward from the south abutment of the bridge called Craigie Burn Bridge, or Craigie Road Bridge, by which the said main line is carried over the Craigie Burn and Roads.

Secondly. A railway (hereinafter called Railway No. 2), commencing by a junction with Railway No. 1, at or near the commencement thereof above described, and terminating by a junction with Railway No. 1, at or near a point in the general station at Perth about two and a half chains northward from the westmost pier of the bridge called Saint Leonard's Bridge, by which the road from Perth by Carr's Croft towards Craigie is carried over the Scottish Central Railway.

Thirdly. A railway (hereinafter called Railway No. 3), commencing by a junction with Railway No. 2, at or near a point in the general station at Perth about half a chain westward from the western side of the carriage shed immediately to the north of the office occupied by the engineer of the Scottish Central Railway Company, on the western side of the Scottish Central Railway, and about three and a half chains southward from the north-west corner of the said carriage shed, and terminating in the property of the Scottish Central Railway Company, at or near a point about five and a half chains northward from the said north-west corner of the said carriage shed.

Fourthly. A railway (hereinafter called Railway No. 4), commencing by a junction with Railway No. 1, at or near a point about one and a half chains to the northward of the north abutment of the said bridge, called Craigie Burn Bridge, or Craigie Road Bridge, and terminating by a junction with the siding (on the west side of the main line of the Scottish Central Railway) belonging to the Scottish Central Railway Company and the North British Railway Company, or one of them, and formed under the authority of "The Edinburgh, Perth, and Dundee Railway Act, 1861," at or near a point about two chains to the southward of the south abutment of the last-mentioned bridge.

Which proposed Railways, No. 1, No. 2, No. 3, and No. 4, and the works and conveniences connected therewith, and the lands and houses which may be taken for the purposes thereof, will be and are situate in, and the said railways, works, and conveniences will pass from, through, or into the places following, or some of them, viz., the East Church Parish of Perth, the West Church Parish of Perth, and the parish, city, and royal burgh of Perth, all in the county of Perth.

To enable the said Company to deviate in the construction of the proposed railways from the lines and levels delineated on the plans and sections to be deposited as hereinafter mentioned, to such an extent as shall be defined on the said plans, and provided by the said Bill; and, so far as necessary or convenient in the construction, or for the purposes of the said proposed railways and works and conveniences, to cross, alter, divert, and stop up streams, roads, railways, tramways, and other works.

To enable the said Company, compulsorily and otherwise, to purchase, feu, and otherwise acquire lands and houses for the purposes of the said proposed railways, works, and conveniences.

To authorise the levying of tolls, rates, and charges, on the proposed railways and works and conveniences, in respect of the use thereof and the conveyance of traffic thereon, and to con

vary, and extinguish exemptions from the payment of such tolls, rates, and charges.

To enable the Scottish Central Railway Company to raise, by the creation and issue of new shares or stock, either ordinary, guaranteed, or preferential, and on mortgage or bond, such additional capital as may be necessary for the purposes hereinbefore mentioned, and for the general purposes of their undertaking, and to fund or issue debenture stock, in lieu of the capital so raised or authorised to be raised, on mortgage or bond.

To provide for conferring and imposing on the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inverness and Perth Junction Railway Company, and on the Joint Committee for managing the general station at Perth, or some of them, with respect to that portion of Railway No. 1 which will be situate within the limits of the said general station, as defined in section 61 of "The Scottish Central Railway Consolidation Act, 1859," or as extended under the powers of the said Bill, all or some of the powers, right and privileges, obligations and liabilities which they respectively now have and are subject to, with respect to the portion of the main line of the Scottish Central Railway which is situate within the limits of the said general station, defined as aforesaid; and for conferring and imposing on the said several Companies, or some of them, with respect to that portion of Railway No. 1 which will be situate to the northward of the limits of the said general station, as defined or as extended as aforesaid, all or some of the powers, rights and privileges, obligations and liabilities which they respectively now have and are subject to, with respect to that portion of the said main line which is situate between the point of commencement hereinbefore defined of Railway No. 1, and the northern limit of the said general station, defined as aforesaid; and for conferring and imposing on the said several Companies, or some of them, with respect to that portion of the said main line which is situate between the southern limit of the said general station, defined as aforesaid, and the point of termination hereinbefore defined of Railway No. 1; and for conferring and imposing on the said several Companies, and on the said Joint Committee, or on some of them, with respect to that portion of the said main line which is situate within the limits of the said general station, as defined or as extended as aforesaid, all or some of the powers, rights and privileges, obligations and liabilities which they respectively now have and are subject to, with respect to the other lines of railway and works within the limits of the said general station, defined as aforesaid.

To provide for the exclusive use by the Scottish Central Railway Company, of Railway No. 2 and Railway No. 3, and to provide for the joint use, by the Scottish Central Railway Company and the North British Railway Company, of Railway No. 4.

To provide for the extension of the limits of the said general station, and of the powers, rights and privileges, obligations and liabilities of the said several Companies, and of the said Joint Committee, or of some of them, over a portion of the main line, and certain of the other lines of the

Scottish Central Railway Company adjoining to the said station, and extending northward for about forty yards from the present northern limit of the said station, defined as aforesaid.

To authorise and provide for the extension of the said general station, and of all or some of the powers, rights and privileges, obligations and liabilities of the Scottish Central Railway Company, the Scottish North-Eastern Railway Company, the North British Railway Company, and the Inverness and Perth Junction Railway Company, and of the said Joint Committee, or of some of them, over those portions of Railway No. 1, and of the existing main line of the Scottish Central Railway which will be and are situate within the limits of the said general station, and over such of the lands, lines of railway, and other works adjoining to and connected with the said general station (including a portion of the said main line, and the lands, lines, and works which may be authorised to be acquired and constructed as aforesaid under the powers of the said Bill), as may be agreed on with the owners of and other parties interested in such main line, lands, lines, and works, or provided by the said Bill; and to vary and re-arrange the powers, rights and privileges, obligations and liabilities, of the said several Companies, and of the said Joint Committee, or of some of them, over, in, and with respect to the said general station, and the said portions of main line and lands, line, and works, or some parts thereof, or to extinguish some of such powers, rights, and privileges, and to confer other powers, rights, and privileges.

To provide for and regulate the use by the said several Companies, or some or one of them, jointly or separately, of any portion or portions of the said general station, and of the portions of the said main line and lands, lines, and works therein and adjoining thereto, and connected therewith, including the lands, lines, and works authorized to be acquired and constructed as aforesaid under the powers of the said Bill.

To determine, or provide for determining the amount, whether annual or in gross, to be paid by each of the said Companies in consideration of the additional accommodation which they will respectively receive by the proposed extension of the general station, and by the lines and works to be constructed under the powers of the said Bill.

To authorise and provide for the erection, maintenance, and letting or management by the said Companies, or some or one of them, or by the said joint committee, of a hotel, with refreshment rooms and other conveniences, within or adjoining to the said general station.

To empower the said several Companies respectively, or some or one of them, to raise, for any of the purposes hereinbefore specified, additional capital by all or any of the modes hereinbefore mentioned in respect to the raising of additional capital by the Scottish Central Railway Company.

To alter the tolls, rates, and charges now leviable by the said several Companies respectively, or by some or one of them, and to confer, vary, and extinguish exemptions from payment of the tolls, rates, and charges which are or shall be leviable by them respectively; and to authorise the said several Companies respectively, or some or one of them, to levy tolls, rates, and charges.

To vary or extinguish all existing rights and privileges which might in any manner interfere with any of the objects aforesaid; and to confer all rights and privileges necessary or expedient for effecting the said objects, or in relation thereto.

To amend or repeal some of the powers and provisions of the following Acts, that is to say :—  
 “The Scottish Central Railway Consolidation Act, 1859;” and the Acts (Local) 26 and 27 Vict., caps. 149 and 223; and 27 and 28 Vict., caps. 214 and 292; and the Acts recited in those Acts, and any other Acts relating to the Scottish Central Railway Company and their undertaking; “The Scottish North-Eastern Railway Company’s Act, 1856;” and the Acts (Local) 25 and 26 Vict., cap. 64; 26 and 27 Vict., cap. 231; and 27 and 28 Vict., caps. 82, 83, 111, 115, and 173; and the Acts recited in those Acts, and any other Acts relating to the Scottish North-Eastern Railway Company and their undertaking; “The North British, Edinburgh, Perth, and Dundee, and West of Fife Railways Amalgamation Act, 1862;” and the Acts (Local) 14 and 15 Vict., cap. 55; 16 and 17 Vict., cap. 152; 18 and 19 Vict., cap. 127; 19 and 20 Vict., cap. 98; 20 and 21 Vict., caps. 91, 124, and 129; 21 and 22 Vict., caps. 65 and 109; 22 and 23 Vict., caps. 14, 24, and 96; 23 and 24 Vict., caps. 140, 145, 159, and 195; 24 and 25 Vict., caps. 102, 114, 131, 177, 214, and 226; 25 and 26 Vict., caps. 47, 48, 49, 142, and 181; 26 and 27 Vict., caps. 194, 213, and 226; and 27 and 28 Vict., caps. 84 and 100; and the Acts recited in those Acts, and any other Acts relating to the North British Railway Company and their undertaking; “The Inverness and Perth Junction Railway Act, 1861;” and the Acts (Local) 26 and 27 Vict., caps. 58 and 61; and the Acts recited in those Acts, and any other Acts relating to the Inverness and Perth Junction Railway Company and their undertaking, and also any Acts otherwise relating to the said general station.

Plans and sections describing the lines and levels of the proposed railways, and the lands and houses 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, together with a published map having the lines of the said proposed railways delineated thereon, so as to show their general course and direction; and a copy of this notice, as published in the London and Edinburgh Gazettes, will, on or before the 30th day of November, 1864, be deposited for public inspection in the office at Perth of the principal sheriff clerk of the county of Perth; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes before specified, and to the royal burgh of Perth, together with a like copy of this notice, will, on or before the said date, be deposited for public inspection with the schoolmaster, or, if there be no schoolmaster, with the session clerk of each such parish respectively, at the usual place of abode of such schoolmaster or session clerk, and with the town clerks of the said royal burgh at their office in Perth.

Copies of the said Bill, as proposed to be introduced into Parliament, will be deposited in the Private Bill Office of the House of Commons on or before the 23rd day of December, 1864.

Glasgow, 9th November, 1864.

*Mitchell, Allardice, and Mitchell*, 160,  
West George Street, Glasgow,

*Grahames and Wardlaw*, 30, Great George  
Street, Westminster,  
Solicitors for the Bill.

## Bristol and North Somerset Railway.

(Southern Extension.)

(New Lines to Shepton Mallet, and the Somerset and Dorset Railway; Branch to Nettlebridge; Abandonment of part of authorized line near Radstock; Alteration of Gauge; Powers of Construction to the Company, and Somerset and Dorset Railway Company; Powers to these Companies to raise and apply Capital, Running Powers, and Facilities over Somerset and Dorset, and London and South-Western Railways, and Somerset Coal Canal; Powers to the Company to subscribe to Somerset and Dorset Railway Company, and to appoint Directors, Purchase Lease, or Amalgamation of Undertaking of Somerset and Dorset Railway Company; Confirmation of Agreements; 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 enable the Bristol and North Somerset Railway Company (hereinafter called “the Company”) to exercise the powers following, or some of them, that is to say :—

To make and maintain the following railways, or some or one of them, or some part or parts thereof respectively, with all proper works, stations, and other conveniences connected therewith respectively, that is to say :—

No. 1. A railway commencing in the parish of Farringdon Gourney, in the county of Somerset, by a junction with the authorized line of the Bristol and North Somerset Railway, in a field numbered 14, in the said parish of Farringdon Gourney, upon the plans deposited with the Clerk of the Peace for the county of Somerset, for the purposes of the “Bristol and North Somerset Railway Act, 1863,” which said field is situate on the south side of the public road leading from Radstock to Farringdon Gourney, belonging to His Royal Highness the Prince of Wales, and John Howell Thomas and Dorothy his wife, and William Kingsmill, Esq., and is occupied by Thomas Killen, and terminating in the parish of Shepton Mallet, in the county of Somerset, in an arable field called or known as Back Lane Ground or Champion’s Close, belonging to George Norman, distant ten chains, or thereabouts, from a public-house or beer-shop in the occupation of William Candy, called or known as the Charlton Inn, and which field adjoins and is on the south side of the turnpike road leading from Frome to Shepton Mallet.

No. 2. A railway commencing in the parish of Shepton Mallet aforesaid, from and out of the said intended Railway No. 1, at or near the termination thereof, as before described, and terminating in the same parish by a junction with the East Somerset Railway, at a point thereon situate about 600 yards eastward of the eastern end of the booking office of the Shepton Mallet Station of such last-mentioned railway.

No. 3. A railway commencing in the parish of Shepton Mallet aforesaid, from and out of the said intended Railway No. 1, at or near the termination thereof, as before described, and terminating in the parish of East Pennard, in the county of Somerset, by a junction with the Somerset and Dorset Railway, at a point thereon immediately adjoining the mile-post indicating twenty-three miles from the Burnham Station of the said Somerset and Dorset Railway.

No. 4. A railway commencing in the parish of Emborrow, in the county of Somerset, from and out of the said intended Railway No. 1, in a field belonging to John Hippisley, Esq., and occupied by James Selway, and which said field adjoins and is on the north side of the public road leading from

Emborrow to Gurney Slade, and is bounded on the south-east side thereof by a public road leading out of such last-mentioned road to Old Down, at a point in the said field, about sixty yards north-east from the junction of that road with the said road leading from Emborrow to Gurney Slade, and terminating in the parish of Babington, in the county of Somerset, by a junction with the railway leading to Newberry Colliery, belonging to the Westbury Iron Company, at a point on such railway about 100 yards to the east of the terminus thereof, at or near the Newberry Colliery aforesaid, which said several railways hereinbefore-mentioned respectively 1, 2, 3, and 4, will be made or pass from, in, through, or into the several parishes, and extra-parochial and other places following, that is to say:—Farringdon Gurney (otherwise Gourney, otherwise Gournay), Stone Easton, Binegar, Emborrow, Chilcompton, Ashwick, Midsomer Norton, Stratton-on-the-Fosse, Stoke Lane, Holcombe, Leigh-upon-Mendip, Kilmersdon, Babington, Mells, St. Cuthbert, Dinder Croscombe, Pilton, Shepton Mallet, Doulting, Pyllle, East Pennard, Bagborough, Priestley or Priestleigh, Cannard's Grave, Ditchat, Lamyat, Milton, and Evercreech, all in the county of Somerset.

No. 5. A railway commencing and wholly situate in the parish of Radstock, in the county of Somerset, by a junction with the authorized line of the Bristol and North Somerset Railway, in a field numbered 60, in the said parish of Radstock, upon the plans deposited with the Clerk of the Peace for the county of Somerset, for the purposes of the "Bristol and North Somerset Railway Act, 1863," and which said field is situate on the north side of the tramway belonging to the Somersetshire Coal Canal Company, and is bounded on the west by the parish boundary dividing the parishes of Radstock and Midsomer Norton, and which said field belongs to Frances Countess of Waldegrave, and is occupied by Joseph Steeds, and terminating in the said parish of Radstock, immediately adjoining the west side of the turnpike road leading from Bath to Wells, in a piece of ground belonging to the Somersetshire Coal Canal Company, about fifty yards to the south of the Bell Hotel, at Radstock aforesaid.

No. 6. A railway commencing and wholly situate in the said parish of Radstock, from and out of the said intended Railway No. 4, at or near the termination thereof as before described, and terminating in the same parish of Radstock, by a junction with the Radstock branch of the Wilts, Somerset, and Weymouth Railway, at a point thereon about fifty yards to the east of the engine shed belonging to the Great Western Railway Company, adjoining the termination of the said Wilts, Somerset, and Weymouth Railway.

To authorize the abandonment of so much of Railway No. 1 authorized by the "Bristol and North Somerset Railway Act, 1863," as would, if made, have been situate between its authorized commencement in the parish of Radstock, and the said field numbered 60 on the plans referred to in the said Act, in the parish of Radstock, and the whole of Railway No. 2 authorized by such Act.

To form junctions with any other railways, which now are, or which, during the ensuing Session of Parliament, may be sanctioned upon the line or course of the said intended railways, or any or either of them: and to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, tramways, aqueducts, canals, towing paths, footways, streams, drains sewers, pipes, rivers, navigations, and other works, within the aforesaid parishes, extra-parochial and other places, or any of them, as it may be necessary to

cross, stop up, alter, or divert for the purposes of the intended works aforesaid.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments, for the purpose of the said intended railway and works, or any or either of them; and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act, 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, or any of them, or any or either of them, and upon the railways, stations, and works hereinafter mentioned, belonging to other Companies; and to vary such 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.

To repeal so much of the "Bristol and North Somerset Railway Act, 1863," as provides that the railway and tramway thereby authorized should be made and maintained on the same gauge as the Great Western Railway.

To empower the Company, either separately or jointly with the Somerset and Dorset Railway Company, to make and maintain the said railways and works, or some or one of them, or some part or parts thereof respectively, and to delegate to the Somerset and Dorset Railway Company, either separately or jointly with the Company, the execution of all or any of the powers of the said intended Act, or of the "Bristol and North Somerset Railway Act, 1863," or of any other Act or Acts which may be passed in the ensuing Session of Parliament, under which the Company may obtain powers to construct any other railways and works; and also to authorize the Somerset and Dorset Railway Company to apply any capital or funds, now or hereafter belonging to them, or under the control of their directors, to all or any of the purposes of the said Act; and also to authorize the Company and the Somerset and Dorset Railway Company, for the purposes of the said Act, to raise money and increase their capital, either by borrowing on mortgage or bond, or by the creation of new or additional shares or stock, or by both or either of such means, either with or without guarantee, preference, or priority in payment of interest or dividend, or other special privileges, either as part of their general capital and funds, or wholly or partly as a separate capital and loan charged primarily or exclusively on all or any part of the said intended railway and works; and also to divide such shares and stock into classes, and to create the same on such terms and conditions, and with such privileges, and in such manner as shall be prescribed by the said intended Act, or as Parliament shall authorize or direct.

To empower the Company on the one part, and the Somerset and Dorset Railway Company on the other part, to enter into and carry into effect agreements with reference to the maintenance, management, working, and using of the Somerset and Dorset Railway, or any part thereof, and to the division and apportionment of the proceeds of the traffic thereon respectively, and the collection, transmission, and delivery of such traffic; and with respect to the purchase, sale, or lease to the Company of the said Somerset and Dorset Railway or any part thereof, and of the powers, rights, and authorities of the Somerset and Dorset Railway Company, or either of them, in relation thereto respectively.

To empower the Somerset and Dorset Railway Company, or their lessees and assigns, to enter into contracts and arrangements with the Company

with respect to the working, use, management, maintenance, and repair, as well of the railways and works authorized by the "Bristol and North Somerset Railway Act, 1863," as of the said intended railways and works, and of any other railways and works which under any Act or Acts of Parliament which may be passed in the ensuing session the Company may obtain powers to construct and maintain, or any part or parts thereof; the supply of rolling and working stock; the regulation and apportionment of the traffic; the levying, fixing, receipt, division, and apportionment of tolls, fares, rates, and charges, and the payment of any fixed or contingent rent; and also for the appointment of a joint committee for better carrying out any such arrangements, and to confer upon such committee such powers as may be necessary or expedient to regulate their proceedings.

To authorize the Company and all other Companies and persons lawfully using the railways of the Company, to run over, work, and use therewith engines, carriages, and servants, and for traffic of all kinds, and upon payments, terms, and conditions, to be, failing agreement, determined compulsorily by arbitration or otherwise, all or any part of the Somerset and Dorset Railway, as now authorized, or as may by any Act to be passed in the ensuing Session be authorized, together with all stations, sidings, buildings, offices, approaches, and other works and conveniences connected therewith respectively; and to levy tolls, rates, and charges for traffic conveyed by them thereon, and to require the Somerset and Dorset Railway Company to afford and render all requisite facilities and services for those purposes.

And provision will be made in the said intended Act, for requiring the London and South-Western Railway Company, Somerset and Dorset Railway Company, and the Somerset Coal Canal Company, and each of them, to grant all proper and reasonable facilities for the transmission (including through booking) of, and to transmit upon, and along their respective undertakings, or any part thereof, all traffic which, having passed over the said authorized and intended railways, or any or either of them, or any part thereof respectively, may be tendered to them respectively, for transmission along their own railways, tramways, or canals, or any part thereof, or which may be tendered to them for transmission along their own railways, tramways, or canal for the purpose of being afterwards conveyed on and along the said authorized and intended railways, or any or either of them, or any part thereof respectively, upon and subject to such rules and regulations, and upon payment of such tolls, rates, and charges as shall, in the case of disagreement, be settled by arbitration, or otherwise, or as may be fixed and determined in and by the said intended Act.

To empower the Company, by themselves or their nominees, to take and hold shares in, and subscribe towards, the undertaking of the Somerset and Dorset Railway Company, as now authorized, or as may by any Act to be passed in the ensuing Session be authorized, or any part or parts thereof, and to guarantee to or for the Somerset and Dorset Railway Company interest, dividends, annual or other payments, or shares and stocks, and the principal and interest of any loan, and to advance and lend money to the Somerset and Dorset Railway Company, and to enable the Company to appoint directors of the Somerset and Dorset Railway Company.

To authorize the Somerset and Dorset Railway Company to sell and transfer to the Company, and the Company to purchase and acquire the whole or any part of the undertaking, as now authorized or as may by any Act to be passed in the ensuing

Session be authorized of the Somerset and Dorset Railway Company, and all the railways, stations, works, land, property, estate, real and personal, plant, rights, powers, privileges, and easements connected therewith, now or hereafter vested in, or belonging to, or enjoyed by the Somerset and Dorset Railway Company, or which they are authorized to construct, purchase, or acquire, and either before or after the completion thereof, upon such terms and conditions, and for such considerations, and at such periods as have been or may be agreed upon, or as may be prescribed in or authorized by the intended Act, and upon such sale and transfer to authorize the Company to exercise and enjoy all the rights, privileges, authorities, and powers of the Somerset and Dorset Railway Company, whether with reference to the purchase and sale of lands and other property, the execution of works, the levying of tolls and rates, the running over, use, and working of other undertakings, or any part or parts thereof, the facilities to be afforded for traffic or otherwise.

To authorize the merging, union, consolidation, or amalgamation of the undertaking and property of the Somerset and Dorset Railway Company, in or with the undertaking and property of the Company, and of the Somerset and Dorset Railway Company with the Company, from and after such period, and upon such terms and conditions, and for such considerations as may have been or may be hereafter agreed upon, or as may be fixed and determined in and by or under the provisions of the intended Act, so that the undertakings of such two Companies respectively and their property, rights, powers, and privileges, whether with reference to the purchase and sale of lands and other property, construction of works, levying of rates and tolls, or otherwise vested in, belonging to, or which might be exercised by the said Companies severally or jointly at the time of such amalgamation, may be vested in, belonging to, and be exercised by the Company as one united consolidated Company.

To authorize the Somerset and Dorset Railway Company and their proprietors and creditors to accept, in lieu of their present shares, stocks, and securities respectively, any shares, stocks, rent, charges, annuities, or securities of the Company, and to classify, define, enlarge, vary, and regulate the capital, stocks, shares, and securities, priorities, charges, rights, and privileges of the proprietors and creditors of the Company, upon such purchase or amalgamation.

To sanction, confirm, and give effect to any agreement or agreements entered into, or which, prior to the passing of the intended Act, may be entered into between the Company and the Somerset and Dorset Railway Company, with reference to all or any of the purposes of the intended Act.

And it is proposed, so far as it may be necessary for all or any of the purposes of the said intended Act, to alter, vary, amend, extend and enlarge, or repeal all or some of the powers and provisions of the several local and personal Acts of Parliament following, or some of them, viz.:—"The Bristol and North Somerset Railway Act, 1863," 15 Vic., cap. 63; 18 and 19 Vic., cap. 182; 19 and 20 Vic., caps. 102 and 135; 20 and 21 Vic., cap. 39; 22 and 23 Vic., cap. 56; 23 and 24 Vic., cap. 130; 24 and 25 Vic., cap. 209; and 25 and 26 Vic., cap. 235; 27 and 28 Vic., caps. 181 and 223, and any other Acts relating to the Somerset and Dorset Railway Company; 4 and 5 William IV., cap. 88, and any other Acts relating to the London and South-Western Railway Company.

And notice is hereby further given, that on or before the 30th day of November instant, plans and sections showing the directions, line and levels of the said intended railways and other works, and

the lands which may be taken for the purposes of the same, together with a book of reference to such plans, and a published map showing the line of the intended railways delineated thereon, and also a copy of this notice, as published in the London Gazette, will be deposited with the Clerk of the Peace for the county of Somerset, at his office at Wells, and that on or before the 30th day 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 railways and other works are 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, 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.

Printed copies of the said intended 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.

Dated this 7th day of November, 1864.

*John Rees Mogg*, High Littleton, Bristol.

*T. A. Hill*, Paulton, Bristol.

*John Bingham*, 17, Parliament-street, Westminster.

#### South Devon Railway.

(Construction of Branch Railway at Exeter; Additional Lands and Widening of Bridges at Teignmouth and South Brent; Arrangements with Bristol and Exeter, London and South-Western, South Devon and Tavistock, and Teign Valley Railway Companies, and with Corporation of Exeter; Provision for Superannuation and Guarantee Funds; Additional Capital; Amendment of Acts.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session by the South Devon Railway Company (hereinafter called "The Company"), for an Act for all or some of the following purposes (that is to say):—

To enable the Company to make and maintain the railway following, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

A railway, commencing by a junction with the South Devon Railway in the parish of St. Thomas the Apostle, in the county of Devon, near to and southwards of the mile-post thereon denoting 195 miles and a quarter of a mile from London, and terminating in the same parish at or near the northern end of the basin of the Exeter Canal, which intended railway and works connected therewith will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following (that is to say): Alphington and St. Thomas the Apostle, or one of them, in the same county.

To empower the Company to purchase by compulsion or agreement, lands and houses for the purposes aforesaid, and also for the enlargement and improvement of their existing Brent Station, and for sidings and other accommodations connected therewith, certain lands and houses in the parish of South Brent, lying on the north and south sides of the said station, and next adjoining thereto, and between a point situate about two furlongs east of the said station on the east, and a point situate about four furlongs west of the said station on the west; also within the said parish of South Brent, to alter, widen, and enlarge the existing bridge which carries the said railway across the River Avon at the said Brent Station, and also to

alter, widen, and enlarge the two existing bridges which carry the two public roads at the said station across the said railway, all in the same county, and also for the enlargement and improvement of their existing station at Teignmouth, and for the laying down of sidings and other accommodations in connection therewith, certain lands and houses adjoining on each side of that portion of the Company's railway which extends from the western side of the Old Quay to the western extremity of the passenger station of the Company at Teignmouth, and to widen, enlarge, and improve the bridges carrying the following roads or streets over the said railway (that is to say): Willow-street, Mulberry-street, Parson-street, Chapel-street, Sax-street, Park-street, Fore-street, and Shute-hill, all in the parish of West Teignmouth, in the county of Devon, and to alter or divert within the same parish so much of Clay-lane as extends in a westwardly direction for a distance of 50 yards or thereabouts from its junction with Willow-street; and also so much of Park-street as extends in an eastwardly direction for a distance of 25 yards or thereabouts from its junction with Sax-street; also certain lands and houses in the parish of East Teignmouth, in the same county, adjoining the Company's station, and bounded by Myrtle-hill and French-street, and certain other lands and houses in the same parish, situate between the west side of Myrtle-hill and that part of the said station which is on the north side of the Company's railway.

To empower the Company to convert into open cutting those portions of railway in the parish of West Teignmouth between Shute-hill and the west side of Willow-street which are now in tunnel or covered way.

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 crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all turnpike-roads, highways, tramways, canals, rivers, and streams within or adjoining to the aforesaid parishes, townships, and 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 levy tolls, rates, or duties for or in respect of the said railway and works, and to grant exemptions from the payment of such tolls, rates, or duties.

To empower the Company on the one hand, and the Bristol and Exeter Railway Company, and the London and South-Western Railway Company, or either of them, on the other hand, to enter into and carry into effect arrangements or agreements with reference to the working and use of the intended new railway, and the works connected therewith, and the transmission of traffic thereon and on the railways of the said Companies, or any or either of them, or any parts thereof respectively, and the tolls, rates, charges, or other consideration to be paid in relation thereto.

To empower the Company and the Municipal Corporation of the city of Exeter to enter into and fulfil agreements and arrangements with reference to the construction of railways or tramways on the quays, or parts thereof, of the Exeter Canal Basin, belonging to the said corporation, and the management, maintenance, and use of the same, and the terms and conditions of such construction, management, maintenance, and user respectively.

To provide for the amalgamation, on such terms and conditions and on payment of such annual or other sums, or by the conversion of stock or shares,



or otherwise, of the undertaking of the South Devon and Tavistock Railway Company with that of the Company, so as to vest in the Company the undertaking of the South Devon and Tavistock Railway Company, and all the lands and other property, whether real or personal, and all powers, rights, and privileges, duties and liabilities of the South Devon and Tavistock Railway Company, whether with reference to their own undertaking or the undertakings of other Companies or persons, and to enable the Company to exercise and enjoy all such powers, rights, and benefits, and especially the power of levying tolls, rates, and other charges, and if need be, to dissolve the South Devon and Tavistock Railway Company, and to confirm any agreement between the two Companies touching any of the matters aforesaid.

To empower the Company and the Teign Valley Railway Company to enter into and carry into effect arrangements and agreements with reference to the use, working, maintenance, and management by the Company of the undertaking of the Teign Valley Railway Company, and with reference to the transmission of traffic upon and over the railways, or any parts thereof, of the Company and the Teign Valley Railway Company respectively, and to the interchange of traffic between their respective railways, and the fixing, and ascertaining, and division, and apportionment between the said Companies of the tolls, rates, and charges arising from such traffic.

To provide for the transfer to and vesting in the Company as part of their undertaking, 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 and determined in and by or under the provisions of the intended Act, of the undertaking of the Teign Valley Railway Company; and for the exercise and fulfilment by the Company of all the rights, powers, privileges, liabilities, and obligations of the Teign Valley Railway Company in relation thereto, whether with reference to the acquisition of lands, the construction of works, the levying of tolls, rates, and charges, or otherwise; and for the conversion (if thought fit) into shares or stock of the Company of the shares in the capital of the Teign Valley Railway Company, either before or after the same shall have been paid in full; or for securing the mortgage, bond, or other debts of the Teign Valley Railway Company.

To provide, if need be, for the dissolution of the Teign Valley Railway Company and the winding-up of their affairs.

To confirm and give effect to all or any agreements made between or on behalf of the Company and the Teign Valley Railway Company with reference to all or any of the matters aforesaid.

To provide, by means of a superannuation fund or otherwise, for superannuation or other allowances to the salaried officers and other servants of the Company, and to provide for a guarantee fund by way of security for the good behaviour of those officers and servants; and to provide such funds, or either of them, partly by means of contributions of annual or other sums by such officers and servants, and partly by contribution by the Company, or by some other means to be provided by the said intended Act; and to authorize the making, from time to time, of all necessary rules and regulations as to the contributions to be made to such funds respectively, the benefits to be derived therefrom, the management and disposition thereof, or otherwise, in relation thereto.

To make better provision for the prevention of trespass on the railways and works of the Company.

To extend the time for the sale by the Company of all or any lands acquired by them, which are not, or eventually may not be required for the purposes of their undertaking, and to confer further powers on the Company with relation thereto.

To authorize the Company to increase their share capital, and to raise further 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, or by borrowing on mortgage or bond, or by any of 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.

To make further provision with respect to the publication of notices by the Company, and for otherwise regulating the affairs and proceedings of the Company, their directors, shareholders, and officers; and to extend to the Company all or some of the provisions of "The Companies Clauses Consolidation Act, 1845," in substitution for or in addition to some of the provisions of the existing Acts relating to the Company.

To alter, amend, and extend, or repeal all or some of the powers and provisions of the several Acts, local and personal, following, or some of them, that is to say:—7 and 8 Vic., cap. 68; 9 and 10 Vic., cap. 402; 10 and 11 Vic., cap. 242; 14 and 15 Vic., cap. 53; 17 and 18 Vic., cap. 122; 20 and 21 Vic., cap. 8; 23 and 24 Vic., cap. 10; and any other Act or Acts relating to or affecting the Company; 17 and 18 Vic., cap. 189; and 21 and 22 Vic., cap. 102; and any other Act or Acts relating to or affecting the South Devon and Tavistock Railway Company; 10 Geo. 4, cap. 47, relating to the Exeter Canal; 6 and 7 Will. 4, cap. 36, and any other Act or Acts relating to or affecting the Bristol and Exeter Railway Company; 4 and 5 Will. 4, cap. 88, and any other Act or Acts relating to or affecting the London and South-Western Railway Company; and "The Teign Valley Railway Act, 1863."

And notice is hereby also given, that on or before the 30th day of November, 1864, maps, plans, and sections, showing the said intended railway and works, and also showing the lands proposed to be purchased under the intended Act, with a book of reference to such plans, a published map with the line of railway delineated thereon, 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 on or before the said 30th day of November, a copy of so much of the said plans, sections, and book of reference respectively, as relates to each parish in or through which the said intended railway or works are proposed to be made or lands are situate, 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 residence, and, as to any extra-parochial place with the clerk of some parish immediately adjoining, at his residence.

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 15th day of November, 1864.

*Whiteford and Bennett*, Plymouth, Solicitors for the Bill.

**Tottenham and Hampstead Junction Railway  
(New Lines).**

(Construction of New Lines; Agreements with the Alexandra Park Company (Limited); Powers to Raise and Apply Capital; Powers to the Great Eastern and Midland Railway Companies to subscribe, &c.; to raise Monies and appoint Directors; Arrangements and Agreements with those 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 for the following purposes or some or one of them:—

To authorize the Tottenham and Hampstead Junction Railway Company (hereinafter referred to as the Company) to make and maintain the following railways, or some or one of them, with all proper stations, approaches, works, and conveniences connected therewith respectively, that is to say:

A railway commencing in the parish of St. Pancras, in the county of Middlesex, by a junction with the line authorized by "The Tottenham and Hampstead Junction Railway Act, 1862," in a field numbered 118 in that parish, on the plans deposited in respect of that Act with the Clerk of the Peace for the said county of Middlesex, at his office at Clerkenwell, in the said county, in the month of November, 1861, and which field abuts on a lane called Gordon House Lane and terminating in the parish of Allhallows Tottenham, otherwise Tottenham, in the said county, by a junction with the line authorized by "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," (and which line is referred to therein as Railway No. 3) at or near a house and premises numbered 177, in the said parish of Tottenham, on the plans deposited in respect of the railway referred to in the said last-mentioned Act as Railway No. 3, with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the month of November, 1863, which said intended railway will be made or pass from, through or into the parishes of St. Pancras, Finchley, St. Mary Hornsey, Hornsey, Clerkenwell, St. James Clerkenwell, St. James and St. John Clerkenwell, and Allhallows Tottenham, otherwise Tottenham, or some of them, in the county of Middlesex.

A railway commencing by a junction with the line authorized by "The Tottenham and Hampstead Junction Railway Act, 1862," (which line is referred to therein as Railway No. 2) in a field numbered 54, in the parish of Allhallows Tottenham, otherwise Tottenham, in the county of Middlesex, on the plans deposited in respect of that Act with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the month of November, 1861, and terminating by a junction with the line authorized by "The Great Eastern Railway (Metropolitan Station and Railways) Act, 1864," (and which line is referred to therein as Railway No. 3) in a field numbered 109, in the parish of Tottenham, in the said county of Middlesex, on the plans deposited with respect to the railway referred in the said last-mentioned Act as Railway No. 3, with the Clerk of the Peace for the said county of Middlesex, at his office at Clerkenwell, in the month of November, 1863, and which said intended railway will be wholly made or situate in the parish of Allhallows Tottenham, otherwise Tottenham, in the county of Middlesex.

A railway commencing in the parish of Hornsey, in the county of Middlesex, by a junction with the firstly-described railway, in a field called or known by the name of the Prebend of Browns-

ward, and in the occupation of Bruce Day Johnson, Esq., at or near the northern corner of the said field, which field is situate on the eastern side of the road, or lane, called or known by the name of Tatterdown-lane, leading from Muswell-hill to Colney Hatch, and terminating in the parish of Allhallows Tottenham, otherwise Tottenham, in the said county, in a field belonging to and in the occupation of the Alexandra Park Company (Limited), and at or near the southernmost corner of such field, and which field is intersected by the approach road from Muswell-hill to Tottenham Park Farm; and which said intended railway will be made, or pass from through or into the parishes of Hornsey, Finchley, Fryern Barnet, Clerkenwell, St. James Clerkenwell, St. James and St. John Clerkenwell, and Allhallows Tottenham, otherwise Tottenham, or some of them, in the county of Middlesex.

A railway commencing in the parish of Allhallows Tottenham, otherwise Tottenham, in the county of Middlesex, by a junction with the firstly-described railway, in a field belonging to and in the occupation of the said Alexandra Park Company (Limited), and at or near the northernmost corner of such field, and which field adjoins to and is on the west side of the field belonging to and in the occupation of the said Alexandra Park Company (Limited), and which is intersected by the approach road leading from Muswell-hill to Tottenham Park Farm, and terminating in the parish of Allhallows Tottenham, otherwise Tottenham, in the county of Middlesex, at or near the southern end of the intended main building now in course of construction by the said Alexandra Park Company (Limited), in a field or ground known as the "Alexandra Park;" and which said intended railway will be made or pass from, through, or into the parishes of Allhallows Tottenham, otherwise Tottenham, Clerkenwell, St. James Clerkenwell, St. James and St. John Clerkenwell, and Hornsey, or some of them, in the county of Middlesex.

To enable the Company and the Alexandra Park Company (Limited) from time to time to enter into and fulfil agreements with respect to the construction, maintenance, and appropriation of the railways and works thirdly and fourthly above described, and also from time to time to enter into agreements and arrangements with respect to the traffic resorting to the Alexandra Park, the booking, conveyance, and accommodation of such traffic, and the division and appropriation of the revenue arising therefrom.

And it is also proposed by the said intended Act to take powers to effect all or some of the objects and purposes following, that is to say:

To make lateral deviations from the lines of the said intended railways and works to the extent and within the limits described upon the plans hereinafter mentioned, or as may be prescribed by, and provided for in the said intended Act; to cross, stop up, alter, or divert, whether temporarily or permanently, all such turnpike and other roads and highways, streets, railways, aqueducts, canals, streams, drains, pipes, and other works within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, as it may be necessary to cross, stop up, alter, or divert, by reason of the construction of the said railways and works, or any or either of them.

To use and appropriate any road, street or thoroughfare for the purposes of the said intended railways and works, and to divert or remove all gas, water, and other pipes beneath or communicating with any of the streets, and to alter the level and position of the sewers and drains in and communicating with the said streets, and to tem-

porarily stop up the said streets during the construction of the works, and to use and appropriate for the purposes of the railways the under surface of any road, street, thoroughfare, or land.

To purchase, by compulsion or otherwise, lands, houses, and hereditaments for the purpose of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish all existing rights and privileges connected with such lands, houses, and hereditaments, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer, vary, or extinguish other rights and privileges.

To levy tolls, rates, and duties for or in respect of the use of the said intended railways and works, or any or either of them, and to alter, vary, or extinguish existing tolls, rates, and duties; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties.

To authorize the Company to apply to the purposes of the proposed railways and works their corporate funds, and for those purposes, and also for the purposes of their authorized undertaking to raise further money by borrowing on mortgage or bond, and by the creation of new shares or stock of the Company, and either of one class and with like privileges, or of several classes and with different privileges, and either as separate shares or capital and loan, or as part of their general shares and capital and loan, or in both those modes, and with or without a preference, priority, or guarantee of interest, or dividend, and other special privileges.

To enable the Company on the one hand, and the Great Eastern Railway Company and the Midland Railway Company, or either of such Companies on the other hand, to enter into and carry into effect arrangements and agreements with reference to the working by any such Companies of the authorized and intended railways and works of the Company, or any part or parts thereof respectively, the supply of rolling and working stock, the regulation and apportionment of traffic, the levying, fixing, receipt, division, and apportionment of tolls, fares, and charges, the management, maintenance, and repair of the said authorized and intended railways and works, respectively, or any part or parts thereof, the payment of a fixed or contingent rent, and the use of the said authorized and intended railways and works, or any or either of them, or any part or parts thereof respectively, and for the appointment of a joint committee or joint committees to carry out such arrangements or agreements,

To empower the Great Eastern Railway Company and the Midland Railway Company, or either of such Companies, by themselves or their nominees, to take and hold shares in and subscribe towards the authorized and intended undertaking of the Company, or any part or parts thereof respectively, and to guarantee to or for the Company interest, dividend, annual or other payments on shares and stock, and the principal and interest of any loan, and to advance and lend money to the Company, and for those purposes to raise money by the creation of new shares or stock in their respective undertakings, with or without preference, priority, or guarantee in payment of interest or dividend, or other special privileges, and by borrowing on mortgage or bond, and to enable those Companies, or either of them, to appoint directors of the Company.

To sanction, confirm, and give effect to contracts and arrangements between the Company and the Great Eastern Railway Company and the Midland Railway Company, or any or either of such

Companies, for all or any of the purposes or the intended Act.

To incorporate with the intended Act the necessary provisions of "The Companies, Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863."

To alter, amend, extend, and enlarge, and if need be, to repeal all or some of the provisions of the following local and personal Acts or some of them, that is to say; "The Tottenham and Hampstead Junction Railway Act, 1862," "The Tottenham and Hampstead Junction Railway Act, 1863," "The Tottenham and Hampstead Junction Railway Act, 1864," and any other Acts relating to the Tottenham and Hampstead Junction Railway Company, "The Great Eastern Railway Act, 1862," "The Eastern Counties Railway (Epping Lines) Act, 1862," "The Eastern Union Railway Act, 1862," "The Great Eastern Railway (Additional Powers) Act, 1863;" 27 and 28 Vic., caps. 90, 95, 122, 124, 172, 282, 313, and 326; and any other Acts relating to the Great Eastern Railway Company, local and personal Acts 7 and 8 Vic., caps. 18 and 59; 8 and 9 Vic., caps. 38, 49, 56, 90, and 181; 9 and 10 Vic., caps. 51, 102, 156, 157, 163, 203, 243, 254, 255, 272, 301, 311, 326, and 340; 10 and 11 Vic., caps. 122, 135, 150, 191, 214, 215, and 270; 11 and 12 Vic., caps. 21, 88, and 131; 14 and 15 Vic., caps. 57, 88, and 113; 16 Vic., cap. 33; 16 and 17 Vic., cap. 108; 19 and 20 Vic., cap. 54; 22 and 23 Vic., caps. 40, 130, and 136; 23 and 24 Vic., caps. 52, 65, 66, 67, 72, and 91; 24 and 25 Vic., caps. 57, 106, and 139; 25 and 26 Vic., caps. 81, 90, 91, and 173; 26 and 27 Vic., caps. 74, 182, and 183; 27 and 28 Vic., caps. 19, 164, 221, 230, 231, and 245; and any other Acts relating to the Midland Railway Company, also the Acts 9 and 10 Vic., caps. 71 and 88; 10 and 11 Vic., caps. 113, 125, 146, 140, 148, 272, 286, and 287; 11 and 12 Vic., caps. 62, 71, and 114; 12 and 13 Vic., cap. 84; 13 and 14 Vic., cap. 61; 14 and 15 Vic., caps. 44 and 114; 16 and 17 Vic., cap. 60; 18 and 19 Vic., cap. 124; 20 and 21 Vic., cap. 138; 21 and 22 Vic., cap. 113; 23 Vic., cap. 35; 23 and 24 Vic., cap. 168; 24 and 25 Vic., cap. 70; 25 and 26 Vic., caps. 1 and 46; 26 and 27 Vic., caps. 147 and 191; 27 and 28 Vic., caps. 49, 124, 202, 212, 243, and 252, and any other Acts relating to the Great Northern Railway Company; "The Edgware, Highgate, and London Railway Act, 1862," and 27 and 28 Vic., cap. 29, and any other Acts relating to the Edgware, Highgate, and London Railway Company.

Plans and sections relating to the said intended railways and works, and book of reference to such plans, together with a published map with the lines of the intended 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 the Sessions House, Clerkenwell, in the same county; 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 parish 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 for public inspection as follows, that is to say; as to the parish of St. James and St. John Clerkenwell, with the vestry clerk of the said parish, at his office, at 23, Upper Rosomon-street, Clerkenwell, and as

regards the parish of St. Pancras, with the clerk of the vestry of that parish, at his office, King's-road; Camden Town, and as to each other parish with the parish clerk thereof, 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 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 15th day of November, 1864.

*Hodding, Townsend, and Co., 3, Princes-street, Westminster;*

*H. Toogood, 16, Parliament-street, Westminster;*

Solicitors for the intended Act.

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

#### Brightlingsea and St. Osyth Railway.

(Incorporation of Company to make Railway from the Wivenhoe and Brightlingsea Railway, at Brightlingsea, to St. Osyth. Powers to Great Eastern Railway Company to subscribe and raise Capital; Working and other Arrangements with that Company. Powers to use portion of Wivenhoe and Brightlingsea Railway, at Brightlingsea, and their stations there, 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 incorporate a Company (herein called the Company), and to confer upon such Company powers for all or some of the following purposes, that is to say:—

To make and maintain a railway with all necessary stations, bridges, works, and conveniences connected therewith, and approaches thereto, commencing in the parish of Brightlingsea, by a junction with the authorized line of the Wivenhoe and Brightlingsea Railway (authorized by "The Wivenhoe and Brightlingsea Railway Act, 1861,") at a point about 60 yards west of the gate at the east corner of the field numbered 40 on the plan of the Wivenhoe and Brightlingsea Railway, deposited with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the month of November, 1860, and at or near the boundary between the said field, No. 40, and a new private road at present staked out about 60 yards from the gate at the east end of the proposed new road, and terminating in the parish of St. Osyth, otherwise Chich St. Osyth, in the county of Essex, at or near the road leading from St. Osyth to Weeley, about 100 yards from the point where that road joins the road from St. Osyth to Colchester, which said railway will pass or be made from, through, or into the several parishes and townships of Brightlingsea, Thorington, Great Bentley, and St. Osyth, otherwise Chich St. Osyth, in the county of Essex, or some or one of them.

To construct stations, booking-offices, communication sidings, watering places, works, and other conveniences connected with the said intended railway, in the several parishes, townships, and other places before mentioned, or some of them, for working and using the said railway, and also to authorize and regulate the proposed junction with the said Wivenhoe and Brightlingsea Railway, and also any other junctions which may be required with the said railway at the commencement of the said intended railway, and the construction of any works in and upon property belonging to the Wivenhoe and Brightlingsea Railway Company, in the several parishes, townships, chapeltries, extra-parochial, and other places aforesaid.

To make lateral deviations in constructing the proposed railway and works from the line or lines laid down on the plans thereof, to be deposited as after mentioned, to such an extent as shall be defined upon the said plans, or authorized by the said Bill.

To purchase, compulsorily or otherwise, the lands and houses, and other property, rights, and interests in the several parishes and places before mentioned, required for the purposes of the said railway and works so to be authorized as aforesaid, and to vary or extinguish all or any rights and privileges in any manner connected with the said lands, houses, and other property, or with any railway or bridge, or station, public or other street, or other works interfered with by the said intended railway, or works, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, or any of them.

To levy tolls, rates, charges, and duties for, or in respect of the use of the said intended railway and works, and of the carriages and engines used thereon, and for the conveyance of traffic thereon; to alter existing tolls, rates, charges, and duties; to grant, confer, vary, and extinguish exemptions from payment of tolls, rates, charges, and duties, and to confer, vary, and extinguish other rights and privileges.

To alter, cross on the level, or over or under, or otherwise vary, stop up, and divert, whether temporarily or permanently, all or any turnpike and other roads, highways, railways, tramways, streets, thoroughfares, aqueducts, canals, streams, rivers, creeks, waters, mill-dams, drains, pipes, sewers, and watercourses, and other works, situated within or adjoining or near to the aforesaid parishes, townships, and other places, or any of them, which it may be necessary to cross or interfere with in the construction or use of the said intended railway and works, or any or either of them.

To create a joint stock or capital for the purposes of carrying the said undertaking into effect, and to raise money by borrowing on the credit of the said undertaking, and to confer on the said intended Company, and make applicable to the objects of the said Bill, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" "The Railways Clauses Act, 1863;" and "The Railway Companies Arbitration Act, 1859," and all other statutes, powers, and provisions necessary for the purposes to be authorized by the said Bill.

And it is intended by the said Bill to enable the Company, and the Wivenhoe and Brightlingsea or the Great Eastern Railway Companies, to enter into arrangements and agreements with regard to the maintenance, management, and use of joint or separate stations, sidings, and other necessary works, at the point where the said intended railway joins the line of the said Wivenhoe and Brightlingsea or the Great Eastern Railway, or with respect to the use of the stations, sidings, and other works at present existing at or near such points, and with respect to the use and management of the junction between the said intended and authorized railway, upon payment of such tolls, rates, and charges, or upon such terms as may be agreed upon, or as shall, upon the application of either of the said Companies, be ascertained or determined by arbitration or otherwise, as shall be prescribed in or provided for by the said Bill, and to ratify and confirm any agreements which have been made or which may be made between the said Company or the promoters

thereof, and the Wivenhoe and Brightlingsea or the Great Eastern Railway Companies in relation to the matter aforesaid.

And it is intended by the said Bill to authorize the Company to run over and use with engines and carriages for the conveyance of passengers, animals, minerals, goods, and other traffic, so much of the line of the Wivenhoe and Brightlingsea Railway as lies between the point of junction therewith of the railway hereinbefore described, and a point on the said Wivenhoe and Brightlingsea Railway, 200 yards south of the south side of the Brightlingsea Railway station of that railway, together with the whole of that station, and the booking-office, sidings, and conveniences connected therewith; and also, if necessary, to alter and limit the tolls, rates, and charges now authorized to be taken on or for the use of the said portion of railway and stations and conveniences respectively, so to be run over and used, and to enable the Company to carry traffic over the said portion of railway, and to charge and recover tolls, rates, and charges in respect thereof, and for the conveyance of traffic thereon, and for the use of the said stations, and to confer, vary, alter, or extinguish exemptions from such tolls, rates, and charges.

And it is intended by the said Bill, in case of difference between the Company and the said Wivenhoe and Brightlingsea Railway Company, or any Company working their railway, as to the terms on which the portion of railway and the said station shall be run over and used, under the powers hereinbefore mentioned, or any of them, or in case of refusal or failure on the part of the said existing Companies to treat for such user as aforesaid, to provide for ascertaining and determining by compulsory arbitration or otherwise the tolls, rates, and charges which in any of the cases aforesaid shall be paid by the Company exercising such power to the Company whose railway, station, and conveniences shall be so run over and used as aforesaid.

And it is intended by the said Bill to enable the Company and the Great Eastern Railway Company and the Wivenhoe and Brightlingsea Railway Company to make, enter into, and carry out agreements and arrangements for the use, working, and maintenance of the said intended railway and works, and for the management, interchange, and regulation of traffic on the said intended railway and works, and the collection and apportionment of the tolls, rates, and charges to arise therefrom, and for the construction, maintenance, and use of joint stations at or near the junction of the said railway with the Wivenhoe and Brightlingsea Railway, and to authorize the Great Eastern Railway Company to apply capital for such purpose.

And it is intended by the said Bill to authorize the Great Eastern Railway Company to subscribe money towards and hold shares in the proposed undertaking, and to guarantee dividends or interest upon all or any moneys which may be raised or expended for the purposes thereof, and to raise the amount of their subscription or any part thereof by the creation of guaranteed preference, debenture, or ordinary stock in their own undertaking, or by mortgage, and to apply their corporate funds to the purposes of such subscription or any part thereof, or in payment or discharge of any dividends or interest guaranteed under the powers of the Bill.

And it is intended by the said Bill to take powers to compel and authorize the Wivenhoe and Brightlingsea Railway Company to book through, receive, and forward over their railway all passengers, goods, minerals, animals, and other traffic to and from the said intended railway, and to

afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from their line of railway, and in like manner to compel and authorize the Company to book through, receive, and forward over the said intended railway all passengers, goods, minerals, animals, and other traffic to and from the Wivenhoe and Brightlingsea Railway; and to afford all necessary facilities for the passage and transmission of such traffic upon, over, along, and from the said intended railway, and to enable either of the said Companies to charge tolls, rates, and charges in respect of the traffic so received and forwarded, and to fix and determine the amount of such tolls, rates, and charges, or to provide for the ascertaining and determining the same by arbitration upon the application of the Company, or of the Wivenhoe and Brightlingsea Railway Company, as the case may require, or otherwise, as the same shall be provided for in the said Bill, or be directed by Parliament, and to grant exemptions from the payment of such tolls, rates, and charges, and to confer other rights and privileges.

And it is intended to incorporate in the said Bill, and make applicable to the purposes thereof all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Companies Clauses Act, 1863," "The Lands Clauses Consolidation Act, 1845," and "The Lands Clauses Consolidation Acts Amendment Act, 1860," "The Railways Clauses Consolidation Act, 1845," and "The Railways Clauses Act, 1863," and also to insert in the said Bill all other powers and provisions necessary or expedient for giving effect to the objects and purposes of the said Bill.

And it is intended by the said Bill to alter, amend, extend, and enlarge all or some of the powers and provisions of the several local and personal Acts of Parliament following, that is to say:—"The Great Eastern Railway Act, 1862," the 26 and 27 Vic., caps. 190 and 225; and 27 and 28 Vic., caps. 95, 182, 282, and 313, and any other Acts relating to the Great Eastern Railway Company; "The Tending Hundred Railway Act, 1859," the 25 and 26 Vic., cap. 34; 26 and 27 Vic., cap. 143; and 27 and 28 Vic., cap. 79, and any other Acts relating to the Tending Hundred Railway, and "The Wivenhoe and Brightlingsea Railway Act, 1861," and particularly to alter and repeal all or any of the provisions of the said Acts, or any of them which are now in force, for the protection of the owner, lessee, or occupier of any property to be affected by the said Bill, or for the protection or benefit of any public trustees or commissioners, corporation or person specifically named in such provision which it may be necessary to alter or repeal for any of the purposes of the said Bill, and to make other provisions in lieu of the powers and provisions so repealed, altered, or amended, and also, if need be, to alter, or vary the tolls, rates, and charges authorized to be taken by or under any of the said Acts, and to grant exemptions from such tolls, rates, and charges, and other rights, privileges, and exemptions.

And notice is hereby given, that duplicate plans and sections defining the lines and levels of the said intended railway and approaches and works, and the lands, houses, and other property which may be required to 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 the lands and houses proposed to be taken, and a published map, whereon will be defined the general course or direction of such railway, and also a copy of this notice, as published in the London Gazette, will be deposited on or before the 30th day of November in the present year, with

the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county of Essex, 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 proposed to be made, and also a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November, with the parish clerk of each such parish, at his residence; and that a copy of so much of the said plans and sections as relates to any extra-parochial place, together with a book of reference thereto, and a copy of this notice as published in the London Gazette, will be deposited on or before the said 30th day of November, with the parish clerk of some parish immediately adjoining such extra-parochial place, at his usual place of abode.

And notice is hereby also given, that 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 next.

Dated this 12th day of November, 1864.

*Durnford and Co., 39, Parliament-street.*

*C. S. Owen, Manningtree, Essex,*

#### Launceston, Bodmin, and Wadebridge Junction Railway.

(Extensions to Truro and Padstow—Powers to Raise and Apply Capital—Running Powers and Facilities over certain Railways—Working Arrangements with other Companies—Powers to lay down Narrow Gauge on the Cornwall, West Cornwall, Helston, and Penryn Junction, and Redruth and Falmouth Junction Railways—Change of Name—Increase of Number of Directors—Amendment of Acts).

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next Session, by the Launceston, Bodmin, and Wadebridge Junction Railway Company (hereinafter called "the company") for an Act for the following purposes, or some of them:—

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

A railway (No. 1) to commence in the parish of Saint Breock, in the county of Cornwall, by a junction with the Ruthern branch of the Bodmin and Wadebridge Railway, at a point thereon thirteen chains or thereabouts, from the termination of that branch, and which termination is at or near a bridge called Ruthern Bridge, and to terminate in the parish of Kenwyn, in the county of Cornwall, by a junction with the Cornwall Railway, at a point thereon four chains, or thereabouts, measured along that railway in an easterly direction from the eastern end of the passenger station of that railway at Truro, which said intended railway (No. 1) will be made or 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) Saint Breock, Bodmin, Withiel, Lanivet, Saint Wenn, Saint Columb Major, Colan, otherwise Little Colan, Saint Enoder, Roche, Saint Dennis, Newlyn, otherwise Newlyn East, the borough of Mitchell, otherwise Saint Michael, Ladock, Saint Erme, Saint Allen, Perranzabuloe, Kenwyn, Saint Clement, otherwise Saint Clements, and Saint Mary, all in the county of Cornwall.

A railway (No. 2) to commence by a junction with the intended railway No. 1 in a field numbered 213 on the tithe commutation map of the parish of Saint Columb Major, and which field

belongs to Sir Charles Lemon, Baronet, Henry Jenkin Rowse, Humphry Willyams, James Rowe the younger, Thomas Truscott, Richard Rowse, and John Ball, or some or one of them, and to terminate by a junction with the Newquay Railway, at a point thereon ten yards, or thereabouts, measured along that railway in an easterly direction from the point where that railway crosses the turnpike road leading from Saint Columb Major to Truro, and which said intended railway No. 2 will be wholly made in, or situate within, the parish of St. Columb Major, in the county of Cornwall.

A railway (No. 3) to commence in the parish of Saint Breock, in the county of Cornwall, by a junction with the Bodmin and Wadebridge Railway at Wadebridge, and at a point in that railway forty yards or thereabouts measured along that railway in a north-easterly direction from the point where that railway crosses the turnpike road leading from Saint Columb Major to Camelord, and terminating in the parish of Padstow, in the said county of Cornwall, on or at or near to "the Pier," and which Pier is situate on the south or southerly side of the basin at Padstow, and which intended railway No. 3 will be made or 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, Saint Breock, Saint Issey, Padstow, and Little Petherick, otherwise Saint Petroc Minor, all in the county of Cornwall.

To empower the Company to purchase by compulsion or agreement, lands, houses, and hereditaments for the purposes of the said intended railways and works, or any or either of them, and to vary or extinguish all existing rights and privileges connected therewith, or which would in any manner impede or interfere with the objects and purposes of the intended Act, and to confer other rights and privileges.

To authorise the Company to levy tolls, rates, and duties, for or in respect of the said intended railways and works, and to grant exemptions from the payment of such tolls, rates, and duties.

To authorize the crossing, stopping up, altering, or diverting, whether temporarily or permanently, of all such turnpike roads, highways, railways, tramways, canals, streams, rivers, navigations, within or adjoining the aforesaid parishes, townships, and extra-parochial 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 authorize the Company to raise as a separate capital and loan, or as part of their general capital and loan, or by both such modes, 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 new shares, with or without a guaranteed or preference dividend, or other rights or privileges attached thereto, and if thought fit in one class, or in several classes, and by borrowing on mortgage, 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.

To empower the Company and all other Companies and persons lawfully using the intended railways of the Company, to run over, work, and use with their engines and carriages, officers and servants, and for the purposes of their traffic of every description, upon terms to be settled (in default of agreement) by the Board of Trade, or by arbitration, or as may be provided by the intended Act, all or any part of the lines of railways, sidings, roads, stations, watering-places, water supply, booking offices, warehouses, land-



ing-places, wharfs, quays, piers, works, and conveniences, now constructed or authorized to be constructed, belonging to

The Bodmin and Wadebridge Railway Company;  
The Launceston and South Devon Railway Company;  
The Okehampton Railway Company;  
The North Devon Railway and Dock Company;  
The Exeter and Crediton Railway Company;  
The Bristol and Exeter Railway Company;  
The South Devon Railway Company;  
The South Devon and Tavistock Railway Company;  
The London and South-Western Railway Company;  
The Salisbury and Yeovil Railway Company;  
The West Cornwall Railway Company;  
The Cornwall Railway Company;  
The Redruth and Falmouth Junction Railway Company;  
The Helston and Penryn Junction Railway Company;  
The Newquay and Cornwall Junction Railway Company;

or any or either of them, or any or either of their lessees or assigns, and to require and compel those Companies, or any or either of them, to afford all requisite facilities for the purpose, and to enable the Company, and all other Companies and persons as aforesaid, to levy tolls, rates, and duties in respect of passengers and traffic conveyed over the before-mentioned respective railways, or any or either of them, or any part or parts thereof respectively, under the powers of the said intended Act, and if need be to alter and restrict the tolls, rates, and duties then leviable, and to fix and determine the tolls, rates, and duties to be hereafter taken upon or in respect of the said respective railways, or any or either of them, or any parts thereof, and the works and conveniences connected therewith respectively.

To make effectual provision for the interchange, accommodation, protection, and direct and speedy transmission of traffic passing to, from, or over all or any part of the authorized Launceston, Bodmin, and Wadebridge Junction Railway, and of the said intended railways from, to, or over any of the railways of the other Companies before-named or referred to, or either of them, with or without the rolling stock, officers, and servants of the Company, or any other Company, or persons lawfully using the railways of the Company, and for through-booking, mileage rates, and other facilities, and for the settlement in default of agreement by arbitration, or otherwise, of the terms, payments, and conditions on which such services and facilities shall be rendered.

To empower the Company and all other Companies and persons lawfully using the intended railways, to run over, work, and use with their engines and carriages, and for the purposes of their traffic of every description, and upon payment, terms, and conditions to be (failing agreement) determined compulsorily by arbitration or otherwise, the railways or tramroads constructed under the authority of an Act passed in the 7th year of the reign of Her present Majesty, intitled "An Act to amend an Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall, and to make certain tramroads in connection therewith," and of "Treffry's Estate (Newquay Railway) Act, 1857," or either of those acts, and to enable the Company and the owner, or owners for the time being of the said railways or tramroads to enter into and carry into effect, agreements, and arrangements for or with respect to such running over, working, and

using, and to require and compel such owner or owners to receive, book through, forward, accommodate, and deliver, on and from the said railways or tramroads, all traffic of whatever description coming from, or destined for, the intended railways and works, upon such terms and conditions as may be agreed upon, or failing agreement, as shall be settled by arbitration, or as may be provided by the intended Act.

To authorise and empower the Company on the one hand, and the Launceston and South Devon Railway Company, the South Devon and Tavistock Railway Company, the South Devon Railway Company, the Okehampton Railway Company, the Bodmin and Wadebridge Railway Company, the North Devon Railway and Dock Company, the Exeter and Crediton Railway Company, the London and South-Western Railway Company, the Bristol and Exeter Railway Company, the Salisbury and Yeovil Railway Company, the Cornwall Railway Company, the West Cornwall Railway Company, the Redruth and Falmouth Junction Railway Company, the Helston and Penryn Junction Railway Company, and the Newquay and Cornwall Junction Railway Company, or any or either of them, on the other hand, to enter into and carry into effect contracts, agreements, or arrangements for, or with reference to the construction, maintenance, working, managing, and using by any or either of the contracting Companies of the authorised Launceston, Bodmin, and Wadebridge Junction Railway, and of the said intended railways and works, or any or either of them, the costs and expenses of such construction, maintenance, working, management and using, the regulation, management, working, interchange, 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, rates, charges, receipts, and revenues levied, taken or arising therefrom, and the employment of officers and servants, and also for or in respect of the sums or considerations, whether annual or in gross, to be payable by any or either of the contracting companies to the other or others of them, and all incidental matters, and to provide, if need be, for the appointment of a joint committee or joint committees, and to confer upon such joint committee or joint committees all necessary powers to regulate their proceedings.

To sanction and confirm any agreement which may have been entered into between the company and the other companies before named or referred to, or any or either of them, with reference to all or any of the matters aforesaid, or other the purposes of the intended Act.

To authorise and empower the company to lay down and maintain an additional rail or rails on all or any part of the Cornwall Railway, the West Cornwall Railway, the authorised Redruth and Falmouth Junction Railway, and the authorised Helston and Penryn Junction Railway, or any or either of those railways, and the stations, sidings, works, and conveniences connected therewith respectively, so as to admit of the same being worked and used by engines and carriages adapted to the narrow gauge as well as those on the broad gauge.

To change the corporate name of the company and to increase the number of the directors of the Company, and to make all necessary provisions for those purposes.

To alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of "The Launceston, Bodmin, and Wadebridge Junction Railway Act, 1864," and of the several local and personal acts of parliament following, or some of

them, viz.:—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, 157, 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., caps. 99 and 164; 17 and 18 Vict., caps. 186 and 208; 18 and 19 Vict., caps. 177 and 188; 19 and 20 Vict., cap. 120; 20 and 21 Vict., caps. 18, 72, 121, and 136; 21 and 22 Vict., caps. 56, 58, 67, 85, and 101; 22 Vict., cap. 3; 22 and 23 Vict., caps. 31, 44, 81, 95, and 134; 23 and 24 Vict., caps. 64, 92, 103, 133, 158, and 185; 25 and 26 Vict., cap. 42; 26 and 27 Vict., caps. 90 and 109; and 27 and 28 Vict., caps. 87, 166, 174, and 227; relating to the London and South-Western Railway Company, and any other acts relating to or affecting that Company.

6 Wm. 4, cap. 36; 1 Vict., cap. 26; 3 Vict., cap. 47; 4 and 5 Vict., cap. 41; 8 and 9 Vict., cap. 155; 9 and 10 Vict., cap. 181; 11 and 12 Vict., caps. 28, 77, and 82; 14 Vict., cap. 22; 15 Vict., cap. 9; 18 Vict., cap. 63; 23 and 24 Vict., cap. 92; 25 and 26 Vict., cap. 21; and 26 and 27 Vict., cap. 60, relating to the Bristol and Exeter Railway Company, and any other Acts relating to or affecting that Company.

9 and 10 Vict., cap. 335; 10 and 11 Vict., cap. 72; 17 and 18 Vict., cap. 85; 18 and 19 Vict., cap. 59; 21 and 22 Vict., cap. 88; and 24 and 25 Vict., cap. 215, relating to the Cornwall Railway Company, and any other Acts relating to or affecting that Company.

9 and 10 Vict., cap. 336; 13 and 14 Vict., cap. 98; 16 and 17 Vict., cap. 187; 24 and 25 Vict., cap. 54, relating to the West Cornwall Railway Company, and any other Acts relating to or affecting that Company.

25 and 26 Vict., cap. 111; and 26 and 27 Vict., cap. 105, relating to the Launceston and South Devon Railway Company, and any other Acts relating to or affecting that Company.

7 and 8 Vict., cap. 68; 9 and 10 Vict., cap. 402; 10 and 11 Vict., cap. 242; 14 and 15 Vict., cap. 53; 17 and 18 Vict., cap. 122; 20 Vict., cap. 1; 20 and 21 Vict., cap. 8; 21 and 22 Vict., cap. 102; 23 and 24 Vict., caps. 10 and 103, relating to the South Devon Railway Company, and any other Acts relating to or affecting that Company.

17 and 18 Vict., cap. 189; and 21 and 22 Vict., cap. 102, relating to the South Devon and Tavistock Railway Company, and any other Acts relating to or affecting that Company.

8 and 9 Vict., cap. 88; and 13 and 14 Vict., cap. 24, relating to the Exeter and Crediton Railway Company, and any other Acts relating to or affecting that Company.

17 and 18 Vict., cap. 215; 18 Vict., cap. 62; 20 and 21 Vict., cap. 122; 21 and 22 Vict., cap. 67; 23 and 24 Vict., cap. 124; and 27 and 28 Vict., cap. 88, relating to the Salisbury and Yeovil Railway Company, or any other Acts relating to or affecting that Company.

2 Wm. IV., cap. 47; and 5 and 6 Wm. IV., cap. 93, relating to the Bodmin and Wadebridge Railway Company, and any other acts relating to or affecting that Company.

1 and 2 Vict., caps. 27 and 83; 9 Vict., cap. 107; 9 and 10 Vict., cap. 355; 10 and 11 Vict., cap. 273; 14 and 15 Vict., cap. 83, relating to the North Devon Railway and Dock Company, and

any other Acts relating to or affecting that Company.

25 and 26 Vict., cap. 165; 26 and 27 Vict., cap. 129; and 27 and 28 Vict., cap. 114, relating to the Okehampton Railway Company, or any other Acts relating to or affecting that Company.

The Redruth and Falmouth Junction Railway Act, 1864; The Helston and Penryn Junction Railway Act, 1864; The Newquay and Cornwall Junction Railway Act, 1864.

And of an Act passed in the 7th year of the reign of her present Majesty, intitled "An Act to Amend an Act for maintaining the Pier and Harbour of Newquay, in the county of Cornwall, and to make certain tramroads in connection therewith;" and of "Treffry's Estate (Newquay Railway) Act, 1857."

And notice is hereby further given, that plans and sections of the said intended railways and works, together with a book of reference to such plans, and a published map with the lines of railway delineated thereon, so as to show their general course and direction, 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 Cornwall, at his office at Saint Austell, in that 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 in or through which the said railways and works are intended to be made, or in which any lands are intended to be taken, together with a copy of this notice, published as aforesaid, will be deposited for public inspection 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 further given, that on or before the 23rd 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 the 10th day of November, 1864.

*Gurney, Cowland, and Kempson*, Launceston, Solicitors.

*Hodding, Townsend, and Co.*, 3, Prince's-street, Westminster, Solicitors.

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

#### Neath and Brecon Railway Company.

(New Railways; Widening of Strand, and Purchase of Land at Swansea; User of other Railways; Further Money Powers; Traffic Arrangements and Facilities; Subscription or Guarantee to Swansea Vale, and Neath and Brecon Junction Railway Company; Amendment of Acts, &c.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session by the Neath and Brecon Railway Company (hereinafter called "The Company") for power to make and maintain the following railways, with all proper stations, approaches, works, and conveniences connected therewith (that is to say):—

No. 1. A railway commencing in the parish of Cadoxton-juxta-Neath, by a junction with the Swansea Vale Railway, about 700 yards northward of the Glais Station thereof, and terminating in the town and franchise of Swansea, in the parish of Swansea, at or near the Southern Terminus of the Swansea Canal; which said intended Railway (No. 1) will pass from, in, through, or into the parishes and places of Cadoxton-juxta-Neath, Glan-

samlet, Clydach, Llangefelach, Morriston, St. John-juxta-Swansea, Swansea, and the town and franchise of Swansea.

No. 2. A railway commencing from and out of the said intended Railway (No. 1) in the town and franchise of Swansea, in the parish of Swansea, at the point on the Swansea Canal where Messrs. Richards and Glasbrook's tramway is carried over that canal, and terminating in the same town, franchise, and parish, by a junction with the Oystermouth Railway or Tramroad, about 44 yards eastward of the point where Gorse-lane leads into or joins the turnpike-road from Swansea to Oystermouth.

No. 3. A railway commencing within the town and franchise of Swansea, in the parish of Swansea, by a junction with the Oystermouth Railway or Tramroad, at the termination of the said intended Railway (No. 2) before described, and terminating in the same town, franchise, and parish, on the west pier of Swansea Harbour.

No. 4. A railway commencing in the town, franchise, and parish of Swansea by a junction with the said intended Railway (No. 3), at a point 115 yards southward of the south end of Paxton-street, and terminating within the same town, franchise, and parish by a junction with the South Dock Branch of the Llanelly Railway and Dock Company, about 48 yards southward of the south-west corner of the South Dock at Swansea.

The said intended railways will be wholly situated in the county of Glamorgan.

The intended Act will also authorise the Company to effect the purposes following, or some of them, viz.—

To make and maintain a station at Swansea, with sidings, approaches, works, and conveniences in connection therewith, on the site hereinafter described.

To purchase, by compulsion or agreement, lands and houses for the purposes of the said intended railways, or any of them; and also for station purposes in connection with the undertaking of the Company, or for a general or joint station, certain other lands and houses in the said town, franchise, and parish of Swansea, lying on the west side of and adjoining the Swansea Harbour Railway, and extending along that railway from the north side of Padley's warehouses to Victoria-road.

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

To cross, stop up, alter, or divert, temporarily or permanently, all turnpike and other roads, streets, railways, tramways, aqueducts, canals, rivers, streams, sewers, drains, and pipes, within or adjoining the aforesaid parishes and places with which it may be necessary to interfere in the construction and use of the said intended railways, station, lands, and works.

To levy tolls, rates, and duties for or in respect of the use of the intended railways and works, to vary existing tolls, rates, and duties, and to confer exemptions from tolls, rates, and duties.

To empower the Company, and all persons and corporations lawfully working or using their railways, or any part thereof, to run over, work, and use, by and with their officers and servants, engines and carriages, and for the purposes of traffic of every description:—

I. The Swansea and Neath line of the Vale of Neath Railway Company.

II. The Swansea Harbour Railway.

III. So much and such parts of the railways of the Llanelly Railway and Dock Company as are or shall be situated eastward of the Girder-bridge, near Black Pill, which carries their Swansea line over the Swansea and Oystermouth turnpike-road.

IV. The Swansea Vale and Neath and Brecon Junction Railway.

Together with the terminal and other stations, shipping stages, sidings, warehouses, buildings, booking and other offices, approaches, watering places, water supplies, standing room for engines, hydraulic apparatus, cranes, hoists, machinery, telegraphs, signals, works, and conveniences connected with the aforesaid railways and portions of railway respectively, and with the docks and shipping and landing-places at Swansea, and to require all Companies and persons owning, working, or using the aforesaid railways and portions of railway respectively, to afford all necessary facilities to the Company for the aforesaid purposes at mileage rates, or on such other terms and conditions as in default of agreement, may be defined by the intended Act, or determined by the Board of Trade or by arbitration.

To regulate the capital of the Company, and to empower them, for the purposes of the intended Act and of their undertaking, to raise more money by the creation of new shares and stock, and by borrowing on mortgage or otherwise; to accept surrenders of shares, to cancel unissued and forfeited shares, to issue new shares or stock in lieu of shares or stock surrendered or cancelled, and to attach to all or any part of such authorised and new shares and stock any perpetual or terminable preference, or priority of interest or dividend, and other special privileges, and to create debenture stock.

To authorise and give effect to contracts and arrangements between the Company and all or any of the Great Western Railway Company, the Vale of Neath Railway Company, the Llanelly Railway and Dock Company, the Oystermouth Railway or Tramroad Company, the Swansea Vale Railway Company, and the Swansea Harbour Trustees and their lessees, for or with reference to the management, maintenance, working, and use of the whole or any part of the authorised and intended railways of the Company, and the whole or some part or parts of the railways of the said other Companies and parties, and the stations, sidings, shipping stages, hydraulic apparatus, cranes, hoists, machinery, works, and conveniences connected with such railways and portions of railways respectively; the fixing, collection, division, apportionment, and appropriation of the tolls and other income arising from the aforesaid railways and portions of railway, stations, and other works, and from any traffic passing over any other lines of the said Companies and parties; the contributions, payments, and allowances to be made and allowed by any or either of the said Companies and parties to the other or others of them, for or with reference to or on account of all or any of the objects of the intended Act, or of any such contracts or arrangements, and the application thereof; the services, facilities, and accommodation to be afforded, made, and provided by all or any of the said Companies and parties to or for the benefit of all or some or more of them, and any matters incidental to or connected with the objects and purposes aforesaid.

To authorise the Company, and all persons lawfully working and using their railways, to levy tolls, rates, and duties upon and in respect of any railways, or portion or portions of railway, which under the Act, or any such contract or arrangement, they respectively may run over, work, or use, and, if expedient, to alter the tolls, rates, and duties which the said Companies and parties

respectively are now, or may hereafter, be authorised to levy upon, or in respect of, the railways belonging or leased to, or worked by them, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties.

To enable the Company and the Great Western Railway Company, the Swansea Vale Railway Company, the Vale of Neath Railway Company, the Swansea Harbour Trustees, and the Llanelly Railway and Dock Company, or any two or more of them (of whom the Company shall be one), to make, enter into, and carry into effect contracts and agreements with respect to the joint and several construction, use, maintenance, ownership, management, division, and appropriation of a general or joint station at Swansea, with suitable accommodation for the traffic, whether in passengers, goods, or minerals, of the Companies and parties who may make and enter into any such contract or agreement, and with respect to the contribution of funds and purchase of land for the purposes of such general or joint station.

To enable the said Companies and parties respectively to apply their corporate funds for any of the purposes aforesaid, and of any such contracts or arrangements, and to vary or extinguish all rights and privileges which would interfere with the objects of the intended Act, or of any such contract or arrangement, and to confer other rights and privileges.

To widen the street called the Strand, in the said town, franchise and parish of Swansea, on the west side thereof, from Morris-lane on the south, to the bridge carrying the South Wales Railway over the said street on the North; and to authorise agreements between the Company and the Corporation and Local Board of Health of Swansea, respecting the completion and maintenance of the necessary works and the expense thereof.

To authorise the Company to subscribe funds towards and hold shares in the undertaking of the Swansea Vale and Neath and Brecon Junction Railway Company, and to guarantee interest or dividends on all or any monies expended and to be expended thereon, whether raised by the creation of shares or stock, or by loan or otherwise, and to authorise agreements between the Company and the Swansea Vale and Neath and Brecon Junction Railway Company, with respect to the several matters aforesaid, and to their respective undertakings, and to confirm any such agreements as may have been entered into prior to the passing of the intended Act.

To authorise the Company and all Companies, or persons lawfully working or using their railways, to use and work over the railways of the Central Wales Extension, and the Brecon and Merthyr Tydfil Junction Railway Companies, and the railways and portions of railway which those Companies shall respectively have power to work or use; and also to authorise the Central Wales Extension, and Brecon and Merthyr Tydfil Junction Railway Companies to use and work over the railways of the Company, and the railways and portions of railway used or worked by the Company; and to establish through booking, through trains and through rates, and provide all requisite facilities for a full and free interchange of traffic between the railway system of the Company and of the Central Wales Extension and Brecon and Merthyr Tydfil Junction Railway Companies; and the intended Act will authorise agreements and arrangements for the aforesaid purposes, and confirm or otherwise sanction any such agreements as may have been entered into prior to the passing of the Act.

To alter, amend, extend, and enlarge, or repeal all or some of the provisions of the local and per-

sonal Acts 44 Geo. 3, cap. 55, relating to the Oystermouth Railway or Tramroad; 6 Will. 4, cap. 7; 18 and 19 Vic., cap. 98; 26 and 27 Vic., cap. 198, and all other Acts relating to the Great Western Railway Company; 17 and 18 Vic., cap. 126; 20 and 21 Vic., cap. 142; 24 and 25 Vic., cap. 222; and 25 and 26 Vic., cap. 167, relating to the Swansea Harbour Railway; 20 and 21 Vic., cap. 142, and all other Acts relating to the Swansea Harbour Trustees; 9 and 10 Vic., cap. 31; and of all other Acts relating to the Vale of Neath Railway Company; 9 Geo. 4, cap. 91; and of all other Acts relating to the Llanelly Railway and Dock Company; 18 and 19 Vic., cap. 60; 19 and 20 Vic., cap. 95; 22 Vic., cap. 2; and 24 and 25 Vic., cap. 162, relating to the Swansea Vale Railway; and 25 and 26 Vic., cap. 193; 26 and 27 Vic., cap. 130; and 27 and 28 Vic., cap. 316, relating to the Neath and Brecon Railway.

The intended Act will incorporate all or some of the provisions of "The Companies Clauses Consolidation Act, 1845;" "The Companies Clauses Act, 1863;" "The Lands Clauses Consolidation Act, 1845;" "The Lands Clauses Consolidation Acts Amendment Act, 1860;" "The Railways Clauses Consolidation Act, 1845;" and "The Railways Clauses Act, 1863."

Maps, plans, and sections, showing the lines and levels of the said intended railways and works, and describing the lands intended to be taken under the powers of the intended Act, together 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 30th day of November in the present year, with the Clerk of the Peace for the county of Glamorgan, at his office at Cardiff, and so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railways and works are proposed to be made, and within which such lands are situate, and also a copy of the said Gazette Notice will be deposited on or before the 30th day of November in the present year, 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 immediately adjoining parish, at his residence.

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 19th day of November, 1864.

*Kemphorne and Cuthbertson*, Neath, Solicitors.

*William Bell*, 26, Duke-street, Westminster, Parliamentary Agent.

#### Gainsborough Water Works.

(Incorporation of Company—Powers to Construct Waterworks, take Lands and Water from the River Trent, and to levy Rates, and for 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 incorporate a Company (in this Notice called "The Company") for the purpose of supplying with water the town and neighbourhood of Gainsborough, including the township of Gainsborough and parts of the adjoining township of Morton, all in the parish of Gainsborough, in the county of Lincoln, and the places so to be supplied are in this notice referred to as "The District."

And it is intended by the said Bill to authorise the Company to construct and maintain the several reservoirs, tanks, conduits, main pipes,

ains and waterworks hereinafter described, or one of them, that is to say:—

First. A suction-pipe or pipes communicating with the River Trent, at a point on or in the eastern bank or wall of the said river, southwest of and near to Ashcroft Mill, and extending from the said river bank through, along, and across the adjoining and other lands, roads, streets, and drains, to and terminating at the engine house or reservoir and other works next hereinafter mentioned, the whole of which said suction-pipe will be situate in the township of Gainsborough, in the parish of Gainsborough.

Second. An engine-house, with all proper engines, pumps and machinery for drawing water from the said river by means of the said suction-pipe, with a reservoir or reservoirs, filtering beds, pure-water tank, and other works necessary for sending the water along the pipe or conduit next hereinafter described, all which works are intended to be erected and constructed upon a piece of land about 115 yards long and 50 yards broad, situate in the township of Gainsborough, in the parish of Gainsborough, being part of a field belonging to Sir Henry Hickman Bacon, Bart., and which piece of land is bounded on the south and east by other part of the same field, on the north by other land of the said Sir Henry Hickman Bacon, and on the west by Lea Terrace.

Third. A conduit or main pipe commencing from and out of the engine-house or pure-water tank and works hereinbefore described, and passing thence through, under, and along the streets, roads, and highways following, that is to say: Lea Terrace, Adelaide Terrace, Trinity Street, Southholme, Beaumont Street, Beast Market, Spittal Terrace, Spittal Road, and Upton Road, and terminating in the reservoir next hereinafter described, the whole of which conduit or main pipe will be situate in the said township and parish of Gainsborough, and which said main pipe is intended to be used also as a service main.

Fourth. A reservoir with all necessary works and appliances connected therewith, to be constructed on a piece of land about fifty yards long and fifty yards broad, situate in the township and parish of Gainsborough, belonging to Sir Henry Hickman Bacon, Bart., and bounded on the north-east by the road leading from Gainsborough to Upton, and on all other sides by other lands belonging to the said Sir Henry Hickman Bacon, the north-east boundary of which said piece of land is opposite to the end of the lane or road connecting the Upton-road with the road leading to Spittal; and also all necessary and proper tunnels, embankments, cuttings, bridges, sewers, drains, dams, sluices, filtering beds, reservoirs, engines, pumps, conduits, tanks, mains, pipes, pipe tracks and other apparatus for the effectual construction, maintenance, and use of the said intended works, and for conveying water into the same, within the said parish, townships, and other places before-mentioned or any of them.

And it is intended by the said Bill to confer upon the Company powers for all or some of the purposes following, namely:

To deviate in the construction of the said works from the lines and levels thereof delineated on the plans and sections to be deposited as hereinafter mentioned, to the extent defined on the said plans or specified in the said Bill.

To take and purchase compulsorily, or by agreement, and to use for the purposes of the said intended waterworks, any lands or houses within the before-mentioned parish, townships, and places, and delineated on the said plans, and

to alter, vary, or extinguish all existing rights or privileges connected with such lands and houses, or which would in any manner impede or interfere with the proper construction and maintenance of the said waterworks, reservoirs, tanks, mains, pipes, and other apparatus connected therewith.

To take and purchase, or acquire compulsorily, or by agreement, any right of way, and of laying down, repairing, altering, removing, or replacing mains and pipes, and any other easement, liberty, privilege, power or authority, in or over any lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, tenements, and hereditaments, so to be taken or used as aforesaid.

To make, lay down, complete and maintain, and from time to time alter, vary, replace, repair and restore mains, conduits, culverts, pipes, drains, tunnels and other works for the conveyance of water, in, through or into, and over or under private lands, and in, along, across, and under all or any turnpike and other roads or highways, streets, passages, rivers or railways, whether public or private, within the said parish, townships or places hereinbefore mentioned, or any of them, and for the above purposes, temporarily to break up, stop up, alter or divert all or any streets, highways, public or private roads, within such parish, townships and other places, or any of them, which it may be necessary to break up, stop up, alter, or divert, for the purposes of the said works, or any other purposes of the said Bill.

To divert by means of the suction pipe or pipes first described, and to take for the purposes of the Company as authorised by the proposed Bill water from the River Trent, at the point hereinbefore described, as the commencement of the said suction pipe or pipes, in the said township of Gainsborough, and parish of Gainsborough, and to impound and store such water in the reservoirs and tanks of the Company, and from such works to supply water to the district and the inhabitants thereof for domestic and manufacturing and other purposes, also to supply water to public companies and bodies for any purpose for which they may require such supply, and to enter into and carry out agreements with them for such purposes.

To levy, collect, and recover rates and rents for water supplied within the district, and to confer, vary, or extinguish exemptions from the payment of rates and rents for such supply, and to confer, vary, and extinguish all or any existing rights, privileges, and exemptions which would impede or interfere with the objects of the said Bill.

To make provisions for ascertaining the quantity of water supplied for other than domestic purposes, and for preventing the waste or fouling or misuse of water supplied by the Company, and for preventing and punishing fraud in the taking and using of water so supplied or for wasting the same.

To incorporate with the Bill, and make applicable to the purposes thereof, all or some of the powers and provisions of "The Companies Clauses Consolidation Act, 1845," "The Lands Clauses Consolidation Act, 1845," "The Waterworks Clauses Acts, 1847 and 1863," "The Lands Clauses Consolidation Acts Amendment Act, 1860," and "The Companies Clauses Act, 1863," and also to insert in the said Bill all other powers and provisions necessary or expedient for giving effect to the objects and purposes of this Notice.

And it is intended by the said Bill to enable the Company to contract for supplying and to supply the public roads, streets, drains, and passages within the district with water, and for cleansing and watering the same, and for extinguishing fires, and to empower the Local Board of Health of the District of Gainsborough, acting under the Public Health Act, 1848, or the Local Government Act, 1858, to contract with the Company for such service and supply, and pay for the same out of any rates or other income under their control, and applicable to cleansing purposes under the said Act.

And it is intended by the said Bill to enable the Company to purchase by agreement from the owners, lessees, and occupiers thereof any reservoirs, wells, mains, pipes, and other works connected therewith in the nature of waterworks now used for the purpose of supplying water for domestic use to the inhabitants of any parts of the district, and to pay for the same out of the income or capital of the Company such consideration, either annual or in gross, as may be agreed upon, and to vest absolutely in the Company the property which may be so purchased, and all rights, powers, and privileges held therewith or incident thereto.

And it is intended by the said Bill to repeal, alter, vary, amend, and enlarge all or some of the provisions of the local and personal Acts of Parliament following, namely, "The Trent Navigation Act, 1858," "The 35 Geo. III., cap. 82, for Inclosing Lands in the Township and Parish of Gainsborough," "The Public Health Act, 1848," "The Local Government Act, 1858," "The Local Government Act Amendment Act, 1863," "The First Public Health Supplemental Act, 1852," "The 9 Geo. III., cap. 21, and 49 Geo. III., cap. 4, relating to the Town of Gainsborough," "The Gainsborough Gas Act, 1856," "The Great Northern Railway Act, 1846," "The 27 and 28 Vict., cap. 243," and any other Acts relating to the Great Northern Railway Company, and such other Act of Parliament and Charters as it may be necessary to repeal, vary, alter, or interfere with, for any of the objects and purposes of the said Bill, and to make other provisions in lieu thereof.

And notice is hereby given that duplicate plans and sections of the proposed works for the supply of water, and of the River Trent, where water is taken therefrom, and of the lands and houses to be taken for the purposes of the proposed works, and for the general purposes of the said Bill, 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 water, 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 parts of Lindsey, in the county of Lincoln, at his office in Spilsby, in the said county; and on or before the said 30th day of November, a copy of the said plans, sections, and book of reference, and also a copy of this Notice, as published in the London Gazette, will be deposited with the parish clerk of the parish of Gainsborough, at his residence in the said parish.

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

Dated this 7th Day of November, 1864.

*Fredk. M. Burton*, Gainsborough, Solicitor for the Bill.

*Durnford and Co.*, 89, Parliament-street, Westminster, Parliamentary Agents.

London, Chatham, and Dover, and London and South-Western Railway Companies.

(Running Powers, Facilities and Arrangements, between these Companies; Provisions as to their Agreements with other Companies and Parties; Additional Lands and Stoppages of Streets, &c., in London; Contribution by the last-named to the Undertaking of the first-named Company; Joint Ownerships and User of Works and Property; Further money powers to both Companies; Amendment of Acts.)

NOTICE is hereby given, that the London, Chatham, and Dover Railway Company, (hereinafter called The Dover Company), and the London and South-Western Railway Company (hereinafter called the South-Western Company) intend to apply to Parliament next session for leave to bring in a Bill for the purposes, or some of the purposes following, viz:—

To empower the South-Western Company to work over, and use with their engines, trucks, and carriages, officers and servants, and for the purposes of such traffic, and upon and subject to such tolls, payments, considerations, terms, and conditions as are or shall be defined by the Bill, or settled by agreement or arbitration between them and the Dover Company, the railways, lines, sidings, and stations of the Dover Company, including thereon all railways, lines, sidings, and stations which the Dover Company has or shall have power to grant rights of working over and use in Surrey, Middlesex, and London, now made or in course of making, or which may be hereafter made (and whether now authorised or not), or some of them, or some parts thereof, with the buildings, offices, platforms, waiting rooms, approaches, watering-places, and supplies of water, wharves, yards, telegraphs, signals, signal posts, and boxes, turn-tables, junctions, switches, works, and conveniences thereon, or connected therewith respectively, and to use and employ at such stations, or some of them, the station staff belonging thereto, or their own agents, officers, and servants, or both.

To authorise and oblige the South-Western Company to carry and conduct upon such terms and conditions as are or shall be defined by the Bill, or settled by agreement or arbitration between them and the Dover Company, all or any part of the Dover Company's local traffic over the aforesaid railways, lines, and sidings, and at, to and from the stations before referred to, or over, at, to, and from some of them or some part thereof.

To empower the South-Western Company to levy tolls, rates, and charges for traffic conveyed on such railways, lines, and sidings, and for the user of such stations, and to vary and grant exemptions from the payment of the tolls, rates, and charges which the Dover Company and the South-Western Company respectively are for the time being authorised to levy on any or any part of their respective undertakings.

To authorise and oblige each or either of the Dover Company, and the South-Western Company (hereinafter called the "two Companies"), to book and invoice through at their respective stations, and booking offices, and over their railways or some of them, or some parts thereof, traffic destined for or arriving from the railways, or some of them, or some parts of the railways of the other of them, and to fix through rates and fares for such traffic, and to appropriate the revenue from such traffic, in such manner as is or shall be defined by the Bill, or settled by agreement between the two Companies, or by arbitration.

To provide for the fixing of tolls, rates, and fares of such or either of the two Companies, and the division thereof, and the appropriation thereof, or of part thereof between them or to either of them.



To provide for the admission of each or either of the two Companies to participate in the benefits and obligations of any arrangements or agreements now subsisting, or hereafter to be made between the other of them and any other company, corporation, body, or party; and for this purpose to modify all or any such subsisting arrangements or agreements, or to rescind them respectively, and to authorise other such arrangements or agreements in lieu thereof, or otherwise.

To authorise the two Companies to enter into and carry into effect arrangements and agreements for, or with respect to the conduct, regulation, management, working, interchange, accommodation, and conveyance of traffic on their respective railways, or parts thereof respectively; and with respect to the tolls, charges, or other sum or sums of money to be paid for and in respect of the use of any such respective railways or the traffic thereon respectively; and with respect to the apportionment between the two Companies of tolls, charges, and other monies received in respect of traffic passing over their respective railways, or part of their respective railways.

To empower the two Companies, or one of them, to purchase and take by compulsion, or otherwise, additional lands and houses in the parish of St. Sepulchre in Middlesex, and in the parishes of St. Sepulchre, St. Anne, Blackfriars, St. Martin, Ludgate, and St. Bride, in the City of London, or one of them, for stations, station accommodation, sidings, approaches, warehouses, and conveniences connected therewith, and for other purposes, and to provide for the vesting of the same, wholly in the Dover, or wholly in the South Western Company, or jointly in the two Companies.

To stop up Fleet Lane, and the diversion of Fleet Lane, Wheat Sheaf Yard, Bear Alley, and Brazier's Buildings, and all other streets, roads, squares, alleys, thoroughfares, and places in the parishes of St. Anne, Blackfriars, St. Brides, and St. Sepulchre, in the City of London, and St. Sepulchre, in Middlesex, shown on the plans to be deposited, as hereinafter mentioned, and to vest the soil and site thereof in the two Companies, or one of them, and to extinguish all rights and easements in and over the same.

To empower the Dover Company to dispose of or appropriate for the purposes of the Bill, or of any agreement sanctioned or authorized by the Bill, any lands, works, and property belonging to them, or which they are, or hereafter may be, authorized to acquire or make, and to provide for the vesting of the same wholly in the South Western Company or jointly in the two Companies.

To provide for the joint use and exercise by the two Companies, of any railways, lines, sidings, stations, works, lands, property, and powers of each or either of them, whether already or hereafter to be made, authorized, or granted, and for vesting any such railways, lines, sidings, stations, works, lands, property, and powers in the two Companies jointly, or in either of them severally, or part in one, and part in the other of them.

To provide for the allocation and appropriation to either of the two Companies of any railways, lines, sidings, works, stations, lands, and property, or parts thereof respectively, now or hereafter belonging to the other of them.

To confirm and make binding upon the two Companies respectively heads of arrangement between them, dated the 7th May, 1864, having reference to the construction by the South Western Company of so much of the Railway No. 3 authorized by "The London Chatham and Dover (New Lines) Act, 1864," as lies or will lie north of the main line of railway of the South Western Company, and to the user of that portion of that railway (No. 3)

by the Dover Company, and to other incidental matters, and to authorize and compel the two Companies respectively to carry such heads of arrangement into effect.

To authorize and require the South Western Company, in lieu of the Dover Company, and at their own expense, to make or complete and maintain and to vest in the South Western Company the before-mentioned portion of the Railway No. 3, authorized by "The London Chatham and Dover Railway (New Lines) Act, 1864," and for that purpose to transfer to and vest in the South Western Company the powers or some of the powers of the last mentioned Act, and to enable the South Western Company to take and levy tolls, rates, and charges in respect of traffic carried over the same portion of railway, and to compel the Dover Company to abandon and relinquish the construction of the portion of the railway (No. 3), and to relieve the Dover Company from all penalties and other consequences of the nonconstruction thereof by them.

To provide for and regulate the ownership, control, management, maintenance, and use of any works and property in, or to which the two Companies are or shall be jointly interested, or entitled under the Bill or any agreement sanctioned or authorized thereby, or otherwise, and for the appointment of joint committees, arbitrators, and other officers for the purposes, or any of the purposes aforesaid, or for any purposes of the Bill.

To authorize and oblige the South Western Company to advance and pay money to the Dover Company and other parties respectively, for application by them respectively in completing, adding to, and improving the railways, stations, sidings, works, and conveniences of the Dover Company already existing, or authorized, or to be authorized by the Bill or otherwise, or some one or more of them, or some part or parts thereof respectively, or otherwise, and upon such terms or conditions as are or shall be defined by the Bill, or settled by agreement or arbitration, sanctioned or authorized thereby or otherwise, and either by payments in gross or otherwise.

To empower the two Companies respectively for the purposes, or any of the purposes of the Bill, or of any agreement sanctioned or authorised by the Bill, to apply their respective corporate funds, and revenues, and monies, which they are now authorised to raise, and to raise more money, by borrowing on mortgage or otherwise, and by the creation and issue of new shares and stock with or without preference or priority of interest or dividend and other special privileges.

To authorise the two Companies respectively, to grant, pay, and allow to or for each other guarantees, rents, rent charges, annuities, drawbacks, rebates and allowances.

To authorise and oblige the Dover Company to apply for the purpose, or any of the purposes of the Bill, or any agreement sanctioned or authorised by the Bill, monies paid or advanced to them by the South-Western Company, and also the corporate funds, revenues, and monies, which they are already authorised to raise or borrow, or may by the Bill be authorised to raise or borrow.

To sanction, give effect to, and enforce agreements and arrangements made from time to time between the two Companies, for all or any purposes of the Bill, and any other purposes in which they are jointly interested, and any incidental matters.

To vary or extinguish all rights and privileges inconsistent with the objects of the Bill, and to confer other rights and privileges.

To amend the following (local and personal) Acts of Parliament, or some of them, viz. :—

4 and 5 William 4, 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, 123, and 157; 51 George 3, 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, 140, and 164; 17 and 18 Vict. caps. 186 and 208; 18 and 19 Vict. caps. 177 and 188; 19 and 20 Vict. cap. 120; 20 and 21 Vict. caps. 18, 72, 121, and 136; 21 and 22 Vict. caps. 56, 58, 67, 89, and 101; 22 Vict. cap. 3; 22 and 23 Vict. caps. 3, 31, 44, 81, 95, and 134; 23 and 24 Vict. caps. 92, 103, 158, and 185; 24 and 25 Vict. caps. 111, 220, and 234; 25 and 26 Vict. caps. 42 and 152; 26 and 27 Vict. caps. 90, 109, and 208; and 27 and 28 Vict. caps. 87, 166, 174, and 227, relating to the South-Western Company; and 16 and 17 Vict. cap. 132; 18 and 19 Vict. caps. 94 and 187; 20 and 21 Vict. cap. 76; 21 and 22 Vict. caps. 51 and 107; 22 and 23 Vict. cap. 54; 23 and 24 Vict. caps. 174, 177, and 187; 24 and 25 Vict. caps. 81, 239, and 240; 25 and 26 Vict. caps. 78, 144, 163, 166, 192, and 224; 26 and 27 Vict. caps. 204 and 227; and 27 and 28 Vict. caps. 93, 94, 96, 129, 195, and 212, relating to the Dover Company.

On or before the 30th day of this present November, plans of the lands proposed to be taken under the powers of the Bill, 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 Clerk of the Peace for the county of Middlesex, at his office, at Clerkenwell, London, and with the Clerk of the Peace for the city of London, at his office, at the Sessions House, Old Bailey (London); and on or before the said 30th day of November, copies of so much of the said plans and book of reference as relates to each parish in which the said lands are situate, with a similar copy of this Notice, will be deposited for public inspection as follows, viz.:—For the parish of St. Sepulchre, Middlesex, with the Clerk of the District Board of Works for the district of Holborn, at his office, in Chancery Lane (London), and for each other parish with the parish clerk thereof, at his residence.

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

Dated this 16th day of November, 1864.

*Freshfields and Newman*, 5, New Bank Buildings, E.C., Solicitors for the London, Chatham, and Dover Railway Company.

*Bircham, Dalrymple, Drake, and Ward*, 46, Parliament Street, Westminster, Solicitors for the London and South-Western Railway Company.

In Parliament.—Session 1865.

**Chesterfield Waterworks and Gas Light Company.**  
(Extension of Limits—New Reservoir—Increase of Capital—Amendment of Acts.)

**THE** Chesterfield Waterworks and Gas Light Company intend in the next Session of Parliament to apply for a Bill for the following amongst other purposes:—

To enable the Company to extend and maintain their works, both for the supply of water and of gas in and over the parishes of Brimington, Whit-

tington, and Staveley, and township of Calow, or some parts thereof respectively, all which places are in Derbyshire.

To amend and extend the powers and duties of the Chesterfield Waterworks and Gas Light Company's Act, 1855; and especially to enable the Company to lay down water mains, or supply pipes in streets, passages, or other places not yet dedicated to the public.

To make and maintain the following works, that is to say:—

1. A reservoir upon the Linacre Brook, about 53 chains westward of and above the bank of the existing Linacre reservoir of the Company, such new reservoir to extend about 32 chains up the said brook in a westward direction, and to be wholly in the parish of Brampton.

2. A road between the embankment of the existing reservoir and the embankment of the proposed new reservoir through Linacre Wood.

3. An aqueduct or conduit in the township of Newbold, commencing by a junction with an existing main of the Company at or near to the Club Mill Reservoir of the Company, terminating by a junction with another existing main of the Company at Newbold Back Lane, at about 270 yards northward of the southern extremity of the said lane.

4. A branch aqueduct or conduit commencing by a junction with an existing conduit of the Company on the Derby and Sheffield turnpike road at or near to the boundary of the township of Newbold and parish of Whittington, and terminating in New Whittington at or near the boundary of the parishes of Whittington and Staveley, and which branch conduit will be wholly within the township of Newbold and parishes of Whittington and Staveley, or one of them.

5. Another branch aqueduct or conduit commencing by a junction with the said existing conduit of the Company at the point last above mentioned and terminating at or near Ringwood Hall, which branch conduit will be within the said township of Newbold and parishes of Whittington, Brimington, and Staveley, some or one of them.

To enable the Company to purchase and take lands, streams and other property for the purposes aforesaid, and generally for their undertaking, by agreement or compulsorily, and to levy and take rates, and to alter and amend the existing water rates, and especially to define the valuation referred to in the 31st section of the Chesterfield Waterworks and Gas Light Company's Act, 1855.

To raise an additional sum by shares and by loan, and to attach to any such shares any preference, or priority of interest or dividend over the existing capital of the Company.

To alter and amend the Act 6 Geo. IV., cap. 77, for lighting the town and borough of Chesterfield, and especially to alter or repeal the 36th section of such Act.

On or before the 30th day of November instant duplicate plans showing the situation of the proposed reservoir and the line or situation of the intended aqueducts and works, and the land and property in or through which the same will be made, duplicate sections showing the levels of the proposed works, a book of reference to such plans containing the names of the owners and lessees, or reputed owners and lessces, and occupiers of such lands and property, and also a copy of this notice will be deposited at the office of the Clerk of the Peace for Derbyshire, at Derby, and with the parish clerks of Brampton, Chesterfield,

Whittington, Brimington, and Staveley, at their respective residences.

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, 1864.

Dated this 9th day of November, 1864.

*Shipton and Hullewell, Solicitors for the Bill.*

#### In Chancery.

In the Matter of the Companies Act, 1862, and in the Matter of the West of England Lead Smelting Company (Limited).

**N**OTICE is hereby given, that a petition for the winding up of the above-named Company, by the Court of Chancery, was, on the 24th day of November, 1864, presented to the Master of the Rolls, by Adolphus Ennor, of Compton Martin, in the county of Somerset, and James Humby, of 43, Moorgate-street, in the city of London, contributories of the said Company; and that the said petition is directed to be heard before the Master of the Rolls, on the 3rd day of December, 1864; and any creditor or contributory of the said Company desirous to oppose the making of an Order for the winding up of the said Company, under the above Act, should appear at the time of hearing by himself or his counsel for that purpose; and a copy of the petition will be furnished to any creditor or contributory of the said Company requiring the same, by the undersigned, on payment of the regulated charge for the same.—Dated this 25th day of November, 1864.

*Vaughan Prance, 69, Lincoln's-inn-fields, in the county of Middlesex, Solicitor for the Petitioners.*

#### In Chancery.

In the Matter of the Companies Act, 1862, and the West Central Horse and Carriage Repository (Limited).

**B**Y an Order made by the Master of the Rolls in the above matter, dated the 14th day of November, 1864, on the petition of George Wythe Daniel, of No. 85, Holborn, in the county of Middlesex, Secretary of the above named Company, it was ordered that the said West Central Horse and Carriage Repository (Limited), be wound up by this Court, under the provisions of the Companies Act, 1862. And it is ordered that the costs of the petitioner and of the said Company of this application (to be taxed by the Taxing Master) be paid and allowed out of the estate of the said Company.

*Matthews and Greetham, of No. 68, Lincoln's-inn-fields, Solicitors for the Petitioners.*

#### In Chancery.

In the Matter of the Companies Act, 1862, and of the London and Colonial Export Oil and Provision Company (Limited).

**T**HE creditors of the above-named Company are required, on or before the 9th day of December, 1864, to send their names and addresses, and the particulars of their debts or claims, and the names and addresses of their Solicitors (if any), to William Thomas Hemming, of No. 5, Pilgrim-street, Ludgate-hill, in the city of London, the Official Liquidator of the said Company, and, if so required, by notice in writing from the said Official Liquidator, are, by their Solicitors, to come in and prove their said debts or claims at the chambers of the Vice-Chancellor Sir Richard Torin

Kindersley, at No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex, at such time as shall be specified in such notice, or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved. Friday, the 23rd day of December, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the debts and claims.—Dated this 23rd day of November, 1864.

#### SALE OF OLD STORES AT PORTSMOUTH.

Contract Department, Admiralty, Somerset House, November 21, 1864.

**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 6th December next, at twelve o'clock at noon, the Admiral Superintendent will put up to sale in Her Majesty's Dock Yard at Portsmouth, several lots of

#### OLD STORES;

Consisting of Old Canvas Bags, Rope (hawser-laid), Old Rope Material, Rope Yarns, Oakum, Coal Bags, Leather Cuttings, Carpeting, Broken Lignum Vitæ Shivers, &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.

#### CONTRACT FOR RUM.

Contract Department, Admiralty, Somerset House, November 11, 1864.

**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 28th instant, 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,

Rum, 50,000 gallons; to be delivered within three weeks from date of contract.

Tenders may be made for the whole or any portion of the rum.

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 rum to be exempted from the Customs' duties, and parties tendering are to state where it is lying.

Payment for the rum will be made for the proof gallons to one-tenth of a gallon, the liquid contents being ascertained to the half gallon.

Samples of the rum to be sent in pints for each Import Mark, and the average strength of each Mark Ex to be stated, and not an average of different marks or strengths of several imports; and any parcel of rum that is found not to be of the same quality, mark, or average strength as the sample tendered and accepted, will be rejected by the officers.

The samples produced by persons whose tenders are not accepted, are requested to be taken away by them immediately after the contract has been decided.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House, or to the Officer conducting the Packet Service at Liverpool, or to the Collector of Customs at Bristol.

Particular attention is called to the conditions of the contract, which may be seen in the said Lobby, 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 in writing.

Every tender must be addressed to the Secretary of the Admiralty, and bear in the left hand corner the words "Tender for Rum," and must also be delivered at Somerset House.

#### CONTRACT FOR COALS FOR SIERRA LEONE.

Contract Department, Admiralty,  
Somerset House, November 18,  
1864.

**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 6th December next, at two o'clock, they will be ready to treat with such persons as may be willing to contract for supplying and delivering into Store at Sierra Leone, about

600 TONS OF SOUTH WALES COALS,

fit for the Service of Her Majesty's Steam Ships and Vessels,

A form of the tender and conditions of contract may be seen in the Lobby of the Storekeeper-General's Department, Admiralty, Somerset House.

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 Coals for Sierra Leone," and must also be delivered at Somerset House, accompanied by a letter, signed by a responsible person, engaging to become bound with the person tendering, in the sum of £25 per cent. on the value for the due performance of the contract.

#### CONTRACT FOR OXEN FOR SALT BEEF FOR HER MAJESTY'S NAVY.

Contract Department, Admiralty,  
Somerset House, November 21,  
1864.

**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 15th 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, all such

#### OXEN FOR SALT BEEF.

as shall from time to time be demanded, between the 1st January and the 31st July, 1865, both days inclusive.

Two rates must be inserted in each tender for Oxen that may be delivered between the 1st January and the 31st March next, namely:—one

rate per 100 lbs. for Oxen to be cured in the ordinary manner, and a second rate per 100 lbs. for Oxen to be cured by the process known as "Infiltration," before dressing, and two rates must also be inserted for Oxen that may be delivered between the 1st April and the 31st July next, and to be cured according to the respective methods above stated.

Parties tendering can obtain any information that they may require regarding the process of curing known as "Infiltration" before dressing, on application at the Royal Victoria Yard, at Deptford.

No tender will be received unless made on the printed form provided for the purpose, and which may be obtained on application in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House, where the conditions of the revised contract may be seen.

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 Oxen for Salt Beef," and must also be delivered at the Department of the Comptroller of Victualling, Somerset House, signed by two responsible persons, engaging to become bound with the person tendering in the sum of £500 for the due performance of the contract.

#### CONTRACTS FOR VEGETABLES.

Contract Department, Admiralty,  
Somerset House, November 18,  
1864.

**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 January, 1865, to the 31st March, 1868, both days included; viz.:

#### ENGLAND.

Bradwell  
Lymington  
Netley  
Orford  
Ryde  
Swanage  
Torquay  
Tillingham

#### SCOTLAND.

Stornoway.

#### IRELAND.

Belinullet  
Killybegs  
Skibbereen

Separate tenders must be made for each port, and at a rate per 100 pounds, instead of at per cwt., and no attention will be paid to any offers not so made. Contractors in claiming payment for vegetables supplied are to make out their invoices in pounds, at per 100 pounds.

Forms of tender may be obtained, and particular attention is called to the conditions of the contracts, which may be seen at the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House, or by applying to the Collectors of Her Majesty's Customs at Stornoway or Skibbereen, or to the Postmasters 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 Department of the Controller of Victualling, Admiralty, Somerset House, and signed by two responsible persons engaging to become bound with the person tendering in the sum of £100 for each of the contracts.

The contractors to pay half the amount of the stamps on their contracts and bonds.

#### CONTRACTS FOR WHEAT AND WINE.

Contract Department, Admiralty,  
Somerset House, November 11,  
1864.

**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 Wednesday, the 30th instant, 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.:

Wheat, 25,000 imperial bushels (to be tendered for at a rate per 100 lbs.); half to be delivered in three weeks from date of contract, and the remainder thereof in three weeks afterwards, or earlier if preferred by the party tendering.

Port Wine, 2,000 gallons; half to be delivered in three weeks from date of contract, and the remainder thereof 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.

Separate tenders are to be made for each article.

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 to be exempted from the Customs' duties, and parties tendering are to state where it is lying.

Samples of the wine (in pints) from each cask must be produced by the parties tendering, and not samples only for each import mark.

No wheat tendered is to be of less weight than 60 lbs. per bushel.

The samples produced by persons whose tenders are not accepted are to be taken away by them immediately after the contract has been decided.

No tenders will be received unless made in accordance with the above denomination of quantities and rates; and contractors in claiming payment for wine supplied are to make out their invoices in accordance therewith, both as to quantities and rates, and for wheat in pounds, at per 100 lbs.

No tender will be received unless made on the printed form provided for the purpose which

may be obtained on application in the Lobby of the Department of the Comptroller of Victualling, Admiralty, Somerset House.

Particular attention is called to the conditions of the contracts, which may be seen in the said Lobby.

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 FRESH OX BEEF.

Contract Department, Admiralty,  
Somerset House, November 18,  
1864.

**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 day of 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, 1865, both days included, viz.:

#### ENGLAND, &c.

Bradwell  
Chatham to Gillingham, inclusive  
Cowes  
Dartmouth  
Deal, and in the Downs  
Dover  
Exmouth  
Falmouth  
Greenhithe  
Gravesend  
Hastings  
Harwich  
Holyhead  
Hull, Hawke Roads, and in the Humber  
Jersey and Guernsey  
Littlehampton  
Liverpool  
London Bridge to Woolwich, inclusive  
Lyme Regis  
Lynnington  
Milford Haven, Pembroke and Pater  
Netley  
North Shields  
Orford  
Penzance  
Plymouth (Oxen)  
Portland and Portland Roads  
Portsmouth (Oxen)  
Ramsgate  
Ryde  
Sheerness, from below Gillingham to the  
Great Nore, inclusive  
Southampton  
Swanage  
Tillingham  
Torquay  
Weymouth  
Whitstable  
Yarmouth (North)

## SCOTLAND.

Granton  
Greenock  
Leith, Leith Roads, and Frith of Forth.  
Queensferry  
Stornoway

## IRELAND.

Bellmullet  
Belfast  
Galway  
Kingstown and Dublin  
Killybegs  
Kilrush  
Lough Foyle  
Mill Cove (Berehaven)  
Queenstown and Kinsale  
Skibbereen  
Sneem  
Westport

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 AT A RATE PER 100 LBS., and no attention will be paid to any offers not so made. Contractors in claiming payment for supplies of beef are to make out their invoices in pounds at per 100 lbs.

The cattle for Chatham, Sheerness, and Falmouth to be slaughtered on the spot, and the cattle for Portland to be slaughtered not further from that port than Weymouth, the contractor for Portland is also to deliver the meat on board Her Majesty's ships and vessels.

The Contractor for Portland and Weymouth is to reside at Weymouth.

The contractor for any of the other places to reside on the spot, or to have an agent resident there.

Particular attention is called to the conditions of the contracts, which may be seen in the Lobby of the Department of the Controller of Victualling, Admiralty, Somerset-House, W.C., 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, Sheerness, and Pembroke; the Agent for the Victualling at Haulbowline; 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 Belfast, Cowes, Dartmouth, Deal, Falmouth, Harwich, Hull, Jersey and Guernsey, Lyme, Leith, Penzance, Ramsgate, Weymouth, Yarmouth, Greenock, Shields, Galway, Stornoway, Skibbereen, Londonderry (for Lough Foyle), Westport; and to the Postmasters at each of the other places.

Forms of tender may also be obtained, on application at the Lobby of the Department above-mentioned, or to the proper officer at either of the above 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 to his proposed sureties in writing.

Every tender must be delivered at the Department of the Controller of Victualling, Admiralty, Somerset-House, 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.

The Contractors to pay half the amount of the Stamps on their Contracts and Bonds.

## Royal Exchange Assurance Office.

Royal Exchange, London,  
November 23, 1864.

THE Court of Directors of the Corporation of the Royal Exchange Assurance do hereby give notice, that their Transfer Books will be shut from Tuesday, the 13th of December next, to Tuesday, the 3rd of January following; that the Annual General Court appointed by their Charter will be holden at their Office on the Royal Exchange, on Wednesday, the 21st of December, at twelve o'clock at noon, and that a dividend will be considered of at the said Court.

Robert P. Steele, Secretary.

## Manchester Dining Rooms Company (Limited.)

NOTICE is hereby given, that at a Meeting of the above Company, held on the 31st day of October, 1864, it was resolved to wind up the said Company voluntarily, and Inspectors were thereat appointed, and the said resolution for the winding up of the said Company was, at an Extraordinary General Meeting, held on the 17th day of November instant, confirmed.

And notice is hereby further given, that a General Meeting will be held on the 31st day of December next, at the offices of the Secretaries, Messrs. Bradley and Percy, 100, Market-street, Manchester, in the county of Lancaster, at the hour of eleven of the clock in the forenoon, for the purpose of laying an account and statement before the Shareholders of the said Company, shewing how the property of the Company has been disposed of.—Dated this 22nd day of November, 1864.

Joseph Eltoft, Solicitor for the said Company, 16, Brown-street, Manchester.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Thomas Watson and Elisha Dickinson, as Stonemasons, at Sale, in the county of Chester, under the style or firm of Watson and Dickinson, was this day dissolved by mutual consent.—Dated the 22nd day of November, 1864.

Thomas Watson.  
Elisha Dickinson.

NOTICE is hereby given, that the Partnership lately existing between Alfred Smith Campbell, and George Elkin Bergman, at Nos. 5 and 6, Bowater-place, Blackheath, in the county of Kent (under the style of Campbell and Bergman), as Trade Photographic Printers, and Manufacturers of Albuminized Papers, was dissolved by mutual consent on the 22nd day of August, 1864, under the conditions that the said Alfred Smith Campbell should carry on the said business of a Photographic Printer, at No. 6, Bowater-place aforesaid, and the said George Elkin Bergman, the said business of an Albuminized Paper Manufacturer, at No. 5, Bowater-place aforesaid.—Dated this 2nd day of November, 1864.

Alfred Smith Campbell.  
George Elkin Bergman.

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Charles Burnet McLaren and James Macmartin, carrying on business at No. 9, Lever-street, in the city of Manchester, in the county of Lancaster, as Manufacturers of Dyed Goods and Agents, under the style or firm of McLaren and MacMartin, has been this day dissolved by mutual consent. All debts due to or owing by the said late partnership will be received and paid by the said Charles Burnet McLaren, by whom the business will hereafter be carried on.—As witness our hands this 19th day of November, 1864.

Chas. B. McLaren.  
James Macmartin.



NOTICE is hereby given, that the Partnership lately subsisting between us the undersigned, Henry Kay, John Barnes, Henry Deighton Fielding, and Frederick Lockyer, as Commission Agents, in the city of Manchester, under the style or firm of Kay, Lockyer, and Co., expired on the 1st day of October, 1864, by effluxion of time.—Dated this 15th day of November, 1864.

*Henry Kay.*

*John Barnes.*

*H. D. Fielding.*

*Frederick Lockyer.*

NOTICE is hereby given, that the Partnership heretofore carried on at No. 80, Division-street, Sheffield, as Silver Plate Manufacturers, by the undersigned John Pryor, Edward Tyzack, and Charles Sharman, under the style or firm of Pryor, Tyzack, and Sharman, was this day dissolved by mutual consent. All accounts owing to, and debts due from the said partnership, will be received and paid by the said John Pryor and Edward Tyzack, who will in future carry on the same business on their own account.—As witness the hands of the parties the 23rd day of November, 1864.

*John Pryor.*

*Edward Tyzack.*

*Charles Sharman.*

NOTICE is hereby given, that the Partnership for some time past carried on by us the undersigned, Henry Philpott, Thomas Tamlyn, and Robert Williams Waters Morgan, under the firm or name of Philpott, Tamlyn, and Morgan, Land Surveyors, Valuers, and Auctioneers, at High-street, Haverfordwest, was this day dissolved by mutual consent.—Dated the 17th day of November, 1864.

*Henry Philpott.*

*Thos. Tamlyn.*

*R. W. W. Morgan.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Peter Sutherland and James Sutherland, carrying on business at Liverpool, in the county of Lancaster, Merchants, under the style or firm of Peter Sutherland and Son, has been this day dissolved by mutual consent, and that all debts due to and owing by the said copartnership will be received and paid by the said Peter Sutherland, by whom the above business will in future be carried on.—Dated this 22nd day of November, 1864.

*Peter Sutherland.*

*James Sutherland.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Christopher Lancaster, William Lancaster, and Bannister Hirst, in the business of Cotton Warp Sizers, at Burnley, in the county of Lancaster, under the style or firm of C. Lancaster and Co., is this day dissolved by mutual consent. All debts due to and owing by the said late partnership will be received and paid by the said William Lancaster, who will henceforth carry on the said business on his own account.—Dated this 21st day of November, 1864.

*Christopher Lancaster.*

*William Lancaster.*

*Bannister Hirst.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, Joseph Senior Beet and William Wolstenholme, carrying on business at Greystock-street, in the parish of Sheffield, in the county of York, as Pawnbrokers, is this day dissolved by mutual consent. All debts due and owing by the said parties will be received and paid by the said Joseph Senior Beet.—Dated this 22nd day of November, 1864.

*Joseph Senior Beet.*

*William Wolstenholme.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Wallis Allen and Henry Sawyer, of Wellingborough, in the county of Northampton, Printers and Newspaper Publishers, has been this day dissolved by mutual consent.—Dated this 19th day of November, 1864.

*Wallis Allen.*

*Henry Sawyer.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, William Bottom and Francis Bottom, carrying on business as Carpenters and Builders, at Park-street, in the parish of Saint Stephen, and at London Colney, in the parish of Saint Peter, both in the county of Hertford, was this day dissolved by mutual consent. And all debts due to and owing by the said late firm will be received and paid by the undersigned William Bottom, who will continue on the business.—Dated this 17th day of November, 1864.

*William Bottom.*

*Francis Bottom.*

NOTICE is hereby given, that the Partnership heretofore carried on by us the undersigned, Elias Lyon, Job Henry Lyon, and William Lyon, as Glass Bottle Manufacturers, at Sutton, in the county of Lancaster, under the firm of Elias Lyon and Sons, was this day dissolved by mutual consent, so far as regards the said Elias Lyon, by his retirement from the said partnership. All debts to or owing by the said partnership will be received and paid by the said Job Henry Lyon and William Lyon.—As witness our hands this 22nd day of November, 1864.

*Elias Lyon.*

*Job Henry Lyon.*

*William Lyon.*

NOTICE is hereby given, that the Partnership which did exist between Charles Bloom and Hugo Köhler, of No. 6, Leicester-square, known as Saville House, in the parish of Saint Ann's, Soho, in the city of Westminster, carrying on business as Keepers of a Concert and Refreshment Rooms, and a Place of Public Amusement, was dissolved and determined on the 8th day of November instant, by mutual consent.—As witness our hands this 22nd day of November, 1864.

*Hugo Köhler.*

*Charles Bloom.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, carrying on business at Townhouse, in Marsden, in the parish of Whalley, in the county of Lancaster, as Colliery Proprietors, under the firm of Spencer, Wilson, and Company, was, on the day of the date hereof, dissolved by mutual consent.—Dated the 19th day of October, 1864.

*William Spencer.*

*John Wilson.*

*John Town.*

*Geo. Spencer.*

NOTICE is hereby given, that the Partnership which has for some time past been carried on by Edward Waterhouse and Charles William Darker, under the firm of Waterhouse and Darker, at No. 22, Bradshaw-street, Sludehill, Manchester, in the trade or business of Artificial Flower Manufacturers, was this day dissolved by mutual consent. All moneys owing by or to the late firm will be received and paid by the said Charles William Darker, by whom the business will be continued.—Witness our hands this 21st day of November, 1864.

*Edward Waterhouse.*

*Charles William Darker.*

NOTICE is hereby given, that the Partnership heretofore subsisting between the undersigned, Benjamin Robinson, David Robinson, and Robinson Sykes, in the business of Yarn Spinners, at Moacroft Mill, near Holmfirth, in the county of York, under the firm of Robinson and Co., was this day dissolved by mutual consent as regards the said David Robinson.—Dated this 21st day of November, 1864.

*Benjm. Robinson.*

*Robinson Sykes.*

*David Robinson.*

NOTICE is hereby given, that the Partnership heretofore subsisting between William Isbell Batten Holmden and Samuel Nicholson Holmden, carrying on business as Metal Dealers, at No. 64, Little Charles-street, Birmingham, under the style or firm of Holmden, Brothers, has this day been dissolved by mutual consent, and that all debts due to and from the said late firm will be received and paid by the said William Isbell Batten Holmden, by whom the business will be continued as heretofore without alteration of style.—Dated this 14th day of November, 1864.

*William Isbell Batten Holmden.*

*Samuel Nicholson Holmden.*

Nos. 96 and 98, Union street, Boro',  
19th November, 1864.

WE, the undersigned, have this day agreed by mutual consent to dissolve Partnership.—As witness our hands.

*Foster Jeffery.*

*Robt. Coombs.*

NOTICE is hereby given, that the Partnership heretofore subsisting between us the undersigned, George Washington Anstie and Frederick Anstie, as Attornies, Solicitors, and Conveyancers, and carried on under the firm of Anstie and Son, at Devizes, in the county of Wilts and elsewhere, was dissolved on the 5th day of April, 1864. All debts due and owing to or by the said firm at the date of the said dissolution will be received and paid by the said George Washington Anstie, by whom the said businesses have been carried on since the 5th day of April aforesaid.—As witness our hands this 13th day of May, 1864.

*George Washington Anstie.*

*Frederick Anstie.*

[Extract from the Edinburgh Gazette of November 22, 1864.]

**THE** Copartnership of Peter Stewart and Company, Engineers, Millwrights, and Machine Makers, in Anderston of Glasgow, of which the Subscribers were the sole partners, has terminated by the expiry of the contract of Copartnership.

The liabilities of the dissolved Company will be defrayed by the Subscriber, Robert Walker, junior, and he is authorised to uplift and discharge the outstanding debts due to the Company.

Glasgow, November 15, 1864.

*Robt. Walker, jr.*

WILL. TOWERS-CLARK, Writer, Glasgow,  
Witness.

JOHN KIDSTON, Writer, Glasgow, Wit-  
ness.

To the Subscription of Robert Walker,  
Jun.

*Duncan Stewart.*

ADAM PATTERSON, Writer, Glasgow, Wit-  
ness.

P. B. M'CAELAND, Apprentice-at-Law,  
Glasgow, Witness.

To the Signature of Duncan Stewart.

**GEORGE BATT, Deceased.**

Pursuant to the Act of Parliament 22 and 23 Vict., cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having claims or demands against the estate of George Batt, formerly of No. 412, Strand, in the county of Middlesex, Seed Merchant, and late of The Priory, Sydenham, in the county of Kent, Esquire, deceased (who died on the 25th day of August, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 15th day of September, 1864, by Maria Batt, the widow and relict of the late deceased, James Francis Rutley, of the Strand aforesaid, Seed Merchant, Charles Silverlock, of Park-road, Stockwell, in the county of Surrey, Seed Merchant, and William George Thomas Bagg, of Talbot-terrace, Westbourne-park, in the county of Middlesex, Esquire, the executors in the said will named), are to send in to the said executors, at No. 412, Strand aforesaid, or to their Solicitors, Messrs. Booth and Lane, of No. 5, Surrey-street, Strand aforesaid, particulars in writing of their claim against the estate of the said testator, on or before the 1st day of January, 1865, after which day the said executors will proceed to distribute the assets of the said testator among the parties entitled thereto, having regard to the claims only of which they shall then have had notice.—Dated this 22nd day of November, 1864.

**BOOTH and LANE, Surrey-street, Strand, Soli-  
citors for the Executors.**

**JOHN THOMAS MAUGHAN, Esquire, Deceased.**

Pursuant to the Act of Parliament made and passed in the session of Parliament, holden in the 22nd and 23rd years of Her Majesty Queen Victoria, chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claim against the estate of John Thomas Maughan, late of The Abbey, Great Grimsby, in the county of Lincoln, Esquire, deceased (who died on the 18th day of April, 1864), are to send the particulars of their claims against the estate of the said John Thomas Maughan to Thomas Hopkins, of Limber Grange, Ulceby, and Thomas Marris, of Ulceby Chase, both in the said county of Lincoln, Farmers, the executors of the will of the said John Thomas Maughan, or to either of the said executors, or to their Solicitors, Messrs. Carritt and Son, at their office, situate No. 24, Basinghall-street, in the city of London, before the 28th day of February, 1865, and that after that day the said executors will distribute the remaining assets of the said John Thomas Maughan among the parties entitled thereto, having regard to the claims of which the said executors shall then have notice; and that after such distribution has been made, all such creditors and other persons as aforesaid, of whose claims the said executors shall not then have had notice, will be excluded from all claim upon or against the said executors in respect of the assets of the said John Thomas Maughan, deceased. And all persons indebted to the estate of the said John Thomas Maughan are requested to pay the amount owing by them to the said executors, or to the said Messrs. Carritt and Son, within the time above-mentioned.—Dated this 21st day of November, 1864.

**CARRITT and SON, Solicitors for the said Thomas  
Hopkins and Thomas Marris, the Executors.**

**MRS. MARY MAYO, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Vic., cap. 35, "To further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all persons having any claims against the estate of Mary Mayo, heretofore of Devises, Wilts, Widow (who died 24th August, 1830), and all persons claiming any legacy, part, or share of or out of her said estate, are required to send the particulars of their claims to James Druitt, of Christchurch, Hants, Solicitor to Thomas Mayo, of Percy-place, Bath, the administrator (with will annexed) of the effects of the said deceased, on or before the 31st day of December next, and in default thereof the said administrator will proceed to distribute the assets and estate of the said deceased, having regard only to the claims of which he shall have had notice.

**JAMES WRIGHT, Deceased.**

Pursuant to Act of Parliament 22nd and 23rd Vic., cap. 35, intituled an Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors or other persons having any claims or demands against the estate of James Wright, late of No. 10, Ivegate, and of Hustler-gate, in Bradford, in the county of York, and also of No. 61, Mannville-crescent, in Bradford aforesaid, Wine and Spirit Merchant (who died on the 23rd day of February, 1861), are required to send the particulars of such claims or demands to Messrs. Marslands and Addleshaw, of Royal Insurance-buildings, King-street, in the city of Manchester, the Solicitors to the executor of the deceased, on or before the 31st day of January, 1865. And notice is hereby further given, that the said executor will, on or after the said 31st day of January, 1865, proceed to distribute the assets of the said James Wright amongst the parties entitled thereto, having regard to the debts and claims only (if any) of which the said executor shall then have notice; and will not be liable for the assets so distributed to any person of whose claim or demand the said executor shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1864.

**MARSLANDS and ADDLESHAW, Royal Insu-  
rance-buildings, King-street, Manchester, Solicitors  
the Executor.**

**JOHN STAPLES IVE, Deceased.**

Pursuant to the Act of Parliament 22nd and 23rd Victoria, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims against the estate of John Staples Ive, of Copshrews House, otherwise Hazlemere Lodge, Hughenden, in the parish of High Wycombe, in the county of Buckingham, Esquire, deceased (who died on the 20th day of December, 1863, and whose will was proved in the District Registry attached to Her Majesty's Court of Probate at Oxford, by John Mallam, the surviving executor therein named on the 1st day of February, 1864, which said John Mallam died on the 10th day of May, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 19th day of July, 1864, by Frances Mallam, the executrix therein named), are required to send the particulars of their claims against the said estate to the said Frances Mallam, at the office of me, the undersigned Thomas Kennedy, of No. 26, Chancery-lane, in the county of Middlesex, on or before the 6th day of January, 1865, at the expiration of which time the said Frances Mallam will distribute the assets of the said testator, John Staples Ive, among the persons entitled thereto, having regard to the claims of which she shall then have notice; and that the said Frances Mallam will not be liable for the assets so distributed, or any part thereof, to any person of whose claim she shall not have had notice at the time of such distribution.—Dated this 23rd day of November, 1864.

**THOS. KENNEDY, No. 26, Chancery-lane, Mid-  
dlesex, Solicitor for the said Frances Mallam.**

**MRS. ANNE HORWOOD, Deceased.**

Notice to Creditors and others.

Pursuant to the Act of Parliament 22 and 23 Vict., chap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

**NOTICE** is hereby given, that all creditors and other persons having any claims or demands against or affecting the estate of Anne Horwood, late of Marlowes, in the parish of Hemel Hempsted, in the county of Hertford, Gentlewoman (who died on the 8th day of October, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 28th day of the same month by Thomas Horwood, of No. 69, Newington-causeway, in the county of Surrey, Grocer, and Edwin Adolphus Turner, of No. 35, High-street, Marylebone, in the county of Middlesex, Esquire, the executors named in the said will), are to send in the particulars of such claims or demands to the said executors, at the office of Messrs. Grover

and Stocken, of Hemel Hempstead, in the county of Hertford, the Solicitors of the said executors, on or before the 21st day of January now next, after which day the said executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the debts and claims of which such executors have then notice; and the said executors will not be liable for the assets so distributed, or any part thereof, to any person of whose claim such executors shall not have had notice at the time of the distribution of such assets.—Dated this 21st day of November, 1864.

GROVER and STOCKEN, Solicitors, Hemel Hempstead, Herts.

MR. WILLIAM EVISON NETTLESHIP, Deceased.

Pursuant to the Act of Parliament of 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property and to relieve Trustees."

ALL creditors and other persons having any claim or demand on or against the estate of William Evison Nettleship, late of Sutterton Fen, in the county of Lincoln, Farmer and Miller, deceased, who died at Sutterton Fen aforesaid on the 14th day of January, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 4th day of February, 1863, are required to send the particulars of their debts or claims either to Mr. James Sharp, of Sutterton Fen aforesaid, Farmer, or to Mr. George William Hides, now or late of Algar Kirk Fen, in the said county of Lincoln, Farmer, the executors of the deceased, or to us, on or before the 14th day of December next, at the expiration of which time the said executors will proceed to distribute the assets of the said testator amongst the parties entitled thereto, having regard to the claims only of which the executors shall then have had notice; and that the executors will not be liable for any part of the assets so distributed to any person of whose claim they shall not have received notice at the time of such distribution.—Dated this 23rd day of November, 1864.

By order of the Executors,  
RICE and WIGHTON, Solicitors, Boston.

JAMES THOMAS, Deceased.—Statutory Notice.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands against the estate of James Thomas, late of Walsall, in the county of Stafford, Gentleman, deceased (who died on the 16th day of July, 1856, and whose will was proved in the Consistory Court of the Bishop of Lichfield, on the 17th day of January, 1857, by John Thomas, Gentleman, and Henry Thomas, Saddler, both of Walsall aforesaid, the executors therein named), are hereby required to send in the particulars of such claims or demands to the said John Thomas and Henry Thomas, at the offices of their Solicitor, the undersigned William Thomas, No. 67, Bridge-street, Walsall aforesaid, on or before the 24th day of January next, at the expiration of which time the said John Thomas and Henry Thomas will proceed to distribute the assets of the said James Thomas, deceased, amongst the parties entitled thereto, having regard to those claims or demands only of which they shall then have had notice, and that they will not be liable for the assets so distributed to any person of whose claim or demand they shall not then have had notice.—Dated the 19th day of November, 1864.

WILLIAM THOMAS, No. 67, Bridge-street, Walsall, Solicitor to the said Executors.

FREDERICK JENNINGS, Deceased.

Pursuant to an Act of Parliament made and passed in the 23rd and 24th years of the reign of Her present Majesty, cap. 35, intituled "An Act to further amend the Law of Real Property and relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Frederick Jennings, late of Wheatthamstead, in the county of Hertford, Plumber and Ironmonger (who died on the 12th day of June, 1864, intestate, and to whose personal estate and effects letters of administration were, on the 15th day of July, 1864, granted by the Principal Registry of Her Majesty's Court of Probate, to Henry Wickens, of No. 5, Queen's-road West, Chelsea, in the county of Middlesex, the natural and lawful father, and the curator or guardian, lawfully elected, of Clara Jennings, a minor, the lawful Widow and relict of the said intestate, for her use and benefit, and until she shall attain the age of twenty-one years), are hereby required to send particulars of such claims and demands to us the undersigned, on or before the 1st day of January, 1865, after which day the said administrator will proceed to distribute the assets of the said intestate among the parties entitled thereto, having regard only to the claims and demands of which the said administrator shall then have had notice; and that the said

administrator will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claim he shall not have had notice at the time of such distribution. And all debtors to the estate of the said Frederick Jennings are requested to pay the sums due from them to the said administrator, at the offices of us the undersigned.—Dated this 22nd day of November, 1864.

THOMPSON and DEBENHAM, Saint Alban's, Herts, Solicitors to the said Administrator.

The Reverend JOHN ALINGTON, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd years of the reign of Her present Majesty, Queen Victoria, chapter 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all persons having any debt, claim, or demand against or upon the estate of the Reverend John Alington, late of Letchworth, in the county of Hertford, and of Little Barford, in the county of Bedford, Clerk (who died on the 11th day of December, 1863, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate, on the 4th day of February, 1864, by Henry Alington, of Little Barford aforesaid, Esquire (since deceased), and the Reverend Charles Alington, of Little Barford aforesaid, Clerk, the executors in such will named), are hereby required to send in to Messrs. Hawkins and Co., of Hitchin, in the county of Hertford, the Solicitors to the surviving executor, the particulars of their debts, claims, and demands, on or before the 11th day of December next, after which day the said executor will proceed to pay, apply, and distribute the assets of the said testator among the persons entitled thereto, according to his said will, having regard only to the debts, claims, and demands of which the said executor shall then have had notice; and such executor will not be liable for the assets so distributed, or any part thereof, to any person or persons of whose debt, claim, or demand he shall not then have had notice.—Dated the 22nd day of November, 1864.

HAWKINS and CO., Hitchin, Herts, Solicitors to the said surviving Executor.

Re T. A. FARMER, Deceased.

Pursuant to the provisions of an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

NOTICE is hereby given, that all creditors and other persons having any claims or demands upon or against the estate of Thomas Adwick Farmer, late of Morton-terrace, in Gainsborough, in the county of Lincoln, Ironmonger, Iron Merchant, and Iron Founder, deceased (who died on the 24th day of June, 1864, and probate of whose will, with two codicils thereto, has since been duly granted by the District Registry at Lincoln attached to Her Majesty's Court of Probate, to Mrs. Sarah Emma Farmer and Messrs. Henry Grimes Farmer, Richard Thompson, and Charles Whitton, the executors named in the said will), are required, on or before the 13th day of February next, to send in the particulars of their claims and demands to me the undersigned, as Solicitor to the said executors, at my office in Silver-street, in Gainsborough aforesaid, at the expiration of which time the said executors will proceed (as they may be advised) to distribute or otherwise deal with the assets of the said deceased, and having regard only to the claims and demands which shall be justly due, of which they shall then have had notice; and the executors will not be liable for the assets, or any part thereof, so distributed or dealt with as aforesaid, to any person of whose claim or demand they shall not then have had notice.—Dated this 23rd day of November, 1864.

SAML. HAYES, Gainsborough, Solicitor to the Executors.

ELIZABETH GEORGE, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, chap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

ALL persons being creditors of, or having any claim against the estate of Elizabeth George, formerly of Cherrington Park, in the county of Gloucester, and late of No. 2, Mythe-villas, Kingsdown, in the city of Bristol, Spinster, deceased, who died on or about the 14th day of May, 1864, and whose will and codicils thereto were proved on the 2nd day of August, 1864, by James Charles Halliwell, of Stroud, in the county of Gloucester, Esquire, Isaac Allan Cooke, and William Brittan, both of the city of Bristol, Gentlemen, the executors named in the said will and codicils thereto, are hereby required to send in the particulars of their claims to the said executors, at the office of their Solicitors, Isaac Cooke and Sons, Shannon-court, Bristol, before or on the 31st day of December, 1864, after which day the said executors will proceed to apply and distribute the funds or assets of the said testatrix among the parties entitled thereto, according to the provisions of the

said will, having regard to the claims of which the said executors shall then have notice; and will not be liable for the said funds or assets, or any part thereof, so applied and distributed, to any person or persons of whose claims the said executors shall not then have had notice.—Dated 22nd day of November, 1864.

ISAAC COOKE and SONS, Shannon-court, Cornstreet, Bristol, Solicitors for the Executors.

Pursuant to the Statute 22nd and 23rd Victoria, chap. 35. **A**LL persons claiming debts or liabilities affecting the estate of Richard Sherry, late of Newport, in the county of Salop, Innkeeper, deceased, who died on the 29th day of August, 1864, are required, on or before the 31st day of December next, to send in to Messrs. Fisher and Hodges, of Newport aforesaid, Solicitors for the administratrix, Mary Sherry, of the same place, Widow, particulars of their claims; after the said 31st day of December next, the administratrix will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which she shall then have had notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim she shall not then have had notice.—Dated this 21st day of November, 1864.

FISHER and HODGES, of Newport, Salop, Solicitors.

GEORGE FAULKNER, Deceased.

Pursuant to an Act of Parliament of the 22nd and 23rd Vict., 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 other persons having any claims or demands upon or against the estate of George Faulkner, late of the Albany, Piccadilly, in the county of Middlesex, Esquire, deceased (who died on the 26th day of September, 1864, and whose will and codicils were proved in the Principal Registry of Her Majesty's Court of Probate on the 7th day of October, 1864, by the Rev. Henry Buckberry Faulkner and John Miles, Solicitor, the executors therein named), are hereby required to send in particulars of such claims or demands to the said executors, at the office of Mr. John Miles, No. 10, Gray's-inn-square, on or before the 20th day of December next, after which time the said executors will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to those claims only of which they shall then have had notice.—Dated this 22nd day of November, 1864.

JOHN MILES, No. 10, Gray's-inn-square, Solicitor to the Executor.

Re THOMAS BOWN, Deceased.

Pursuant to the Act of 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 other persons having any claims or demands upon or against the estate of Thomas Bown, late of Walkeringham, in the county of Nottingham, Farmer, deceased (who died on the 18th day of December, 1863, and probate of whose will has since been duly granted by the Principal Registry of Her Majesty's Court of Probate to Messrs. Joseph Henderson and John Draper, the executors named in the said will), are required on or before the 19th day of December next, to send in the particulars of their claims and demands to me, the undersigned, as Solicitor to the said executors, at my office, in Silver-street, in Gainsborough, in the county of Lincoln, at the expiration of which time the said executors will proceed (as they may be advised), to distribute or otherwise deal with the assets of the said deceased, and having regard only to the claims and demands which shall be justly due, of which they shall then have had notice; and the executors will not be liable for the assets, or any part thereof, so distributed or dealt with as aforesaid, to any person of whose claim or demand they shall not then have had notice.—Dated this 16th day of November, 1864.

SAML. HAYES, Gainsborough, Solicitor to the Executors.

Pursuant to the Act of Parliament of the 22nd and 23rd Victoria, cap. 35, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**A**LL creditors and others, having any claims or demands upon or against the estate of James Oliver, heretofore of Desborough Lodge, Westbourne-green, in the parish of Paddington, afterwards of Grove Lodge, in the parish of Hayes, then of Nos. 50 and 12 successively, Addison-road, in the same parish of Paddington, and late of No. 1, Cavendish-road, St. John's Wood, all in the county of Middlesex, Esquire, deceased (who died on the 5th day of August, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate by Thomas Poole, one of the executors therein named), are hereby required to send in particulars, in writing, of their claims to us, the undersigned, the Solicitors to the acting executor,

on or before the 25th day of March next, after which day the said acting executor will proceed to distribute the assets of the said deceased among the parties entitled thereto, having regard to the claims only of which he shall then have had notice; and that the said acting executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose debt or claim he shall not have had notice at the time of the distribution of the said assets.—Dated this 18th day of November, 1864.

CLAYTON, COOKSON, and WAINWRIGHT, No. 6, Lincoln's Inn.

Pursuant to the Statute 22nd and 23rd Victoria, chap. 35,

**A**LL persons claiming debts or liabilities affecting the estate of Robert Fisher, late of Chetwynd Lodge, in the county of Salop, Esquire, deceased, who died on the 25th day of June, 1864, are required, on or before the 31st day of December next, to send in to Messrs. Fisher and Hodges, of Newport, in the said county, Solicitors for the executors, Henry Fisher, of Newport aforesaid, Gentleman, and the Rev. Frederick Fisher, of Downham Rectory, in the county of Cambridge, Clerk, the particulars of their claims; after the said 31st day of December next, the executors will proceed to distribute the assets of the said deceased amongst the parties entitled thereto, having regard only to the claims of which they shall then have had notice, and will not be liable for the assets, or any part thereof, so distributed to any person of whose claim they shall not then have had notice.—Dated this 21st day of November, 1864.

FISHER and HODGES, of Newport, Salop, Solicitors.

In the Matter of RICHARD THOMPSON, Deceased.

Pursuant to an Act of Parliament made and passed in the 22nd and 23rd years of the reign of Her present Majesty, intituled "An Act to further amend the Law of Property, and to relieve Trustees."

**N**OTICE is hereby given, that the creditors and all persons having claims or demands against the estate of Richard Thompson, late of Bilston, in the county of Stafford, Gentleman (who died on the 22nd day of May, 1864, and whose will was proved in the Principal Registry of Her Majesty's Court of Probate on the 8th day of August, 1864, by James Fisher, of Birchfield, in the parish of Handsworth, in the county of Stafford, Gentleman, and Robert Bew, of Bilston aforesaid, Gentleman, the executors thereof), are hereby required to send in particulars in writing, of their debts, claims, or demands against the estate of the said Richard Thompson, deceased, to the said executors, at the offices of their Solicitors, Messrs. Mason and Holmes, of Bilston aforesaid, on or before the 22nd day of January next; and notice is hereby further given, that after the said 22nd day of January next, the said executors will distribute the said assets of the said deceased among the parties entitled thereto, having regard only to the claims of which their Solicitors shall then have had notice, and that the said executors will not be liable for the assets, or any part thereof, so distributed to any person or persons of whose claims their Solicitors shall not then have had notice.—Dated this 22nd day of November, 1864.

MASON and HOLMES, Solicitors to the Executors.

In the Chancery of the County Palatine of Lancaster.

Between Simon Bond, Plaintiff, and William Bond, Defendant.

To the above-named Defendant William Bond.

**T**AKE notice, that this Honorable Court will be moved before the Worshipful William Milbourne James, Esq., the Vice-Chancellor of the said County Palatine, at the next sittings of the Court, to be holden at the Court House, situate in Strangeways, in the city of Manchester, in the said County Palatine, on Monday, the 28th day of November, 1864, at ten o'clock in the forenoon, or so soon after as Counsel can be heard, on behalf of the above-named plaintiff, that the Bill filed in this cause on the 20th day of July last past may be ordered to be taken pro confesso against the said William Bond, pursuant to the Consolidated Orders of this Honorable Court.—Dated this 25th day of October, 1864.

Yours, &c.,

FRED. COTMAN, Plaintiff's Solicitor, No. 8, Lune-street, Preston.

To the Defendant William Bond.

In Chancery.

Walton and others, Plaintiffs v. Walton and others, Defendants.

**B**Y an Order made in the above cause on the Petition of the Plaintiffs, dated the 22nd day of July, 1864, an enquiry was directed to be made as to who are the persons now entitled to the residue of the personal estate of William Walton, the testator in the said Petition named, having regard to the declara-

tion contained in an Order of this Court, made in the said cause on the 14th day of August, 1828, and in what shares and proportions, now for the purpose of such enquiry; notice is hereby given to Thomas Walton, William Walton, Mary the wife of Henry Birt, Ann the wife of Thomas Mealing, John Jones, Thomas Gundell, Mary, the wife of William Poole, and Elizabeth Nicholls (the several parties declared by the said Order of the 14th of August, 1828, to be entitled as tenants in common to the residue of the personal estate of the said testator, William Walton, who died in the month of April, 1827), or the personal representatives of such of them as may be dead, or the assignees of such of them as may have transferred their interests, or other the person or persons claiming to be entitled to such residue, or any part thereof, that they are personally, or by their respective Solicitors, on or before the 16th day of December, 1864, to come in, pursuant to the first above-mentioned Order, and prove their claims at the chambers of the Vice-Chancellor Sir Richard Torin Kindersley, No. 3, Stone-buildings, Lincoln's-inn, in the county of Middlesex. Thursday the 22nd day of December, 1864, at twelve at noon, is appointed for hearing and adjudicating upon the claims.—Dated this 23rd day of November, 1864.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Thomas Dixon against William Dickinson, and another, the creditors of, and incumbrancers on, the real estate of William Hitt Wilson, formerly of Whitehaven, in the county of Cumberland, and late of the city of Norwich, Bank Manager, deceased, who died in or about the month of June, 1864, are, by their Solicitors, on or before the 7th day of January, 1865, to come in and prove their debts and claims 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 Decree. Saturday, the 14th day of January, 1865, 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, 1864.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Dodson against Adamson, the creditors and incumbrancers on the real estate of James Adamson, late of Ely-place, in the county of Middlesex, Gentleman, who died on or about the 4th day of March, 1864, are, by their Solicitors, on or before the 12th day of December, 1864, to come in and prove their debts and claims 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 Decree. Monday, the 19th day of December, 1864, 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, 1864.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Astbury against Beasley, the creditors of Thomas Astbury, late of Smethwick, in the county of Stafford, Iron Founder, who died in or about the month of October, 1862, are, by their Solicitors, on or before the 7th day of January, 1865, 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 Decree. Saturday, the 14th day of January, 1865, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1864.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause William Hughes against John Jones and Elias Jones, and in another cause Elias Jones against William Hughes and John Jones, the creditors of Ruth Jones, late of Rhuddlan, in the county of Flint, Widow, who died in or about the month of January, 1852, are, by their Solicitors, on or before the 23rd day of December, 1864, to come in and prove their claims, 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 Decree. Monday, the 9th day of January, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1864.

**P**URSUANT to an Order of the High Court of Chancery, made in the matter of the estate of William Wright, late of Alpine Cottage, Old Ford, Middlesex, Painter, deceased, and in a cause Hayden against Wright, the creditors of the above named William Wright, who died on the 4th day of October, 1863, are, by their Solicitors, on or before the 23rd day of December, 1864, 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. Thursday, the 12th day of

January, 1865, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 21st day of November, 1864.

**P**URSUANT to an Order of the High Court of Chancery, made in a cause Thomas Alsop against Ann Alsop, the creditors of Joseph Alsop, late of Goole, in the county of York, Master Mariner, who died in or about the month of November, 1862, are, by their Solicitors, on or before the 17th day of December, 1864, 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. Thursday, the 22nd day of December, 1864, at twelve o'clock at noon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 22nd day of November, 1864.

**P**URSUANT to a Decree of the High Court of Chancery, made in a cause Ann Ames Collins against James Lewis and others, the creditors of James Dew, late of Henbury, in the county of Gloucester, Gentleman, who died on or about the 9th day of April, 1864, and the incumbrancers upon his real estate, are, by their Solicitors, on or before the 22nd day of December, 1864, to come in and prove their debts or claims at the chambers of the Vice-Chancellor Sir John Stuart, No. 12, Old-square, Lincoln's-inn, Middlesex, or in default thereof they will be peremptorily excluded from the benefit of the said Decree. Monday, the 9th day of January, 1865, at one o'clock in the afternoon, at the said chambers, is appointed for hearing and adjudicating upon the claims.—Dated this 16th day of November, 1864.

**N**OTICE is hereby given, that Paul Edward Bendir, of Corn Exchange Offices, Mark-lane, in the city of London, merchant and commission agent, did, by deed bearing date the 27th October, 1864, convey all his estate and effects to Frederick Bernstein Bernard Natusch, of Lloyd's Underwriting Room, in the said city of London, insurance broker, and Richard Reid, of No. 47, Mark-lane aforesaid, cornfactor, absolutely to be applied and administered for the benefit of the creditors of the said Paul Edward Bendir, in like manner as if he had been at the date thereof duly adjudged bankrupt. And the said deed was duly executed by the said Paul Edward Bendir, Frederick Bernstein Bernard Natusch, and Richard Reid respectively, on the date thereof, in the presence of and attested by Benjamin Stenning, of No. 16, London-street, Fenchurch-street, in the city of London, Solicitor. And notice is hereby given, that the said deed now lies at our offices, No. 16, London-street, Fenchurch-street aforesaid, for execution by the creditors of the said Paul Edward Bendir.—Dated this 22nd day of November, 1864.

MCLEOD, STENNING, and WATNEY, Solicitors to the Trustees.

**T**HIS is to give notice, that by a deed bearing date the 31st day of October, 1864, Henry Ledgard, of No. 39, Wood-street, in the city of London, London and Manchester Warehouseman, hath conveyed and assigned all his estate and effects whatsoever to Edward Day, of Dewsbury, in the county of York, Woollen Manufacturer, Frederick Barker, of Leeds, in the said county, Woollen Manufacturer, Benjamin Mellor, of Huddersfield, in the said county, Woollen Manufacturer, and George Brooke, of Huddersfield aforesaid, Woollen Manufacturer, as trustees, upon trust, for the benefit of all the creditors of him the said Henry Ledgard, and that the said deed was duly executed by the said Henry Ledgard, Edward Day, Frederick Barker, Benjamin Mellor, and George Brooke, on the said 31st day of October, and the due execution of which indenture by all the parties thereto was witnessed by Charles Pemberton, of Liverpool, in the county of Lancaster, Solicitor, and George Henry Holt, of Horbury, in the county of York, Solicitor.—Dated 24th November, 1864.

TORR, JANEWAY, and TAGART, No. 38, Bedford-row, London, Agents for Holt and Sons, Horbury, Solicitors to the Trustees.

**N**OTICE is hereby given, that by indenture bearing date the 16th day of November, 1864, and made between Thomas Ward, of Idle, in the county of York, Manufacturer of the first part; Richard Goddard and James Somerville Taylor, both of Bradford, in the said county of York, Woolstaplers (trustees for themselves and the rest of the creditors of the said Thomas Ward), of the second part; and the several other persons, parties thereto, being severally creditors in their own right, or in copartnership or being agents of creditors of the said Thomas Ward, of the third part. He the said Thomas Ward hath granted and assigned all his real and personal estate and effects (except as therein mentioned) unto the said Richard Goddard and James Somerville Taylor, their heirs, executors, administrators, and assigns, upon trust, for the equal benefit of all his creditors; and notice is hereby also given, that the said indenture was executed by the said Thomas



Ward, Richard Goddard, and James Somerville Taylor, on the said 16th day of November instant; and that the execution of the same by each of them is attested by John Watson, of Bradford aforesaid, Solicitor; and notice is hereby also given, that the said Richard Goddard, resides in Marlborough-road, Manningham-lane, in the township of Bradford aforesaid; the said James Somerville Taylor, at Victoria-park, in Shipley, near Bradford aforesaid, and the said John Watson, in Melbourne-place, in Horton, near Bradford aforesaid, and that the same indenture now lies at the offices of Messrs. Terry and Watson, in Market Street, in Bradford aforesaid, for inspection and execution by the creditors of the said Thomas Ward; and all persons who stand indebted to the said Thomas Ward are requested to pay the amounts of their respective debts to Messrs. Terry and Watson forthwith.

TERRY and WATSON, Solicitors to the Trustees.

**NOTICE** is hereby given, that John Barton, of Runcorn, in the county of Chester, Grocer and Provision Dealer, did, by deed bearing date the 10th day of November, 1864, convey and assign unto Henry Sarson, of No. 51, Paradise-street, Liverpool, in the county of Lancashire, Wholesale Grocer, and John Rigby Pickering of Frodsham, in the said county of Chester, Miller, all the estate and effects of him the said John Barton, upon the trusts therein mentioned, for the benefit of all the creditors of the said John Barton; and that the said deed was duly executed by the said John Barton, Henry Sarson, and John Rigby Pickering, on the said 10th day of November, 1864; and the execution of the said deed by the said John Barton, Henry Sarson, and John Rigby Pickering, was attested by Edward Clarke, of Runcorn aforesaid, Attorney-at-Law; and the said indenture now lies at the office of Mr. Edward Clarke, at Runcorn aforesaid, for the perusal and execution by the creditors of the said John Barton, and who will be excluded from all benefit under the said deed unless they execute the same on or before the 10th day of March, 1865.—Runcorn, 22nd November, 1864.

EDWARD CLARKE, Solicitor to the said Trustees.

**NOTICE** to the creditors of John Shrewsbury Haywood and William Savile, of the town of Nottingham, Manufacturers of Hosiery and Elastic Goods, and co-partners; all persons having claims or demands against the joint or separate estates of the aforesaid John Shrewsbury Haywood and William Savile, are requested to send particulars thereof to the undersigned, on or before the 20th day of December next ensuing, after which time the trustee will proceed to distribute the estate amongst the joint and separate creditors of the above named parties.—Dated this 23rd day of November, 1864.

SAML. RICHD. PARR SHILTON, St. Peter's Church Side, Nottingham, Solicitor to the Trustees of the said Estate.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9746.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—The 21st day of October, 1864.

Date of execution by Debtor—The 21st day of October, 1864.

Name and description of the Debtor, as in the Deed—Thomas Fisher, of High-street, in the town of Bromsgrove, in the county of Worcester, Saddler.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the said Thomas Fisher.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay to his creditors five shillings in the pound on their debts on their executing the same.

When left for Registration—The 17th day of November, 1864, at one o'clock.

THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of the entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9809.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor as in the Deed—James Delmar the younger, of No. 7, Harpur-street, Red Lion-square, in the county of Middlesex, Wine Merchant's Clerk.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The several creditors of the said debtor.

A short statement of the nature of the Deed—A deed, whereby the debtor covenants to pay his several creditors a composition of ten shillings in the pound on their debts, by two equal instalments, on the 31st day of October, 1864, and the 30th day of April, 1865, or within twenty-eight days next after such days respectively; and release by the creditors.

When left for Registration—22nd November, 1864, at half-past one o'clock.

THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9811.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor, as in the Deed—William Jones, of No. 26, George-street, Dowlais, in the county of Glamorgan, Grocer and Dealer, of the one part (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Price, of Wellington-street, Merthyr Tydfil, in the said county, Merchant, and John Rees, of No. 18, Church-street, Merthyr Tydfil aforesaid, Chandler (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustees, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—22nd November, 1864, at half-past two o'clock.

THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9813.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—25th October, 1864.

Date of execution by Debtors—25th October, 1864.

Names and descriptions of the Debtors, as in the Deed—James Knowles and Thomas Duckworth, both of Padiham, in the county of Lancaster, Manufacturers and Copartners, trading under the style or firm of J. Knowles and Co. (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—George Little, of Blackburn, in the said county of Lancaster, Yarn Agent, and Levi Towler, of Bentham, in the county of York, Cotton Spinner (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtors to the trustees, to be administered for the benefit of the debtors' creditors, as in bankruptcy.

When left for Registration—22nd November, 1864, at half-past two o'clock.

THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9814.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—2nd November, 1864.

Date of execution by Debtor—2nd November, 1864.

Name and description of the Debtor, as in the Deed—William Wallace Bruce, of Liverpool, in the county of Lancaster, Shipowner (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Aaron Brown, of Liverpool aforesaid, Ship Store



Dealer and Provision Merchant, and Joseph Barry Hayes, of the same place, Bookkeeper (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment of all the debtor's estate and effects to the trustees, upon trust, to sell and collect the same, and to pay proceeds amongst all the creditors of the debtor rateably, as in bankruptcy.

When left for Registration—22nd day of November, 1864, at three o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9815.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—11th November, 1864.

Date of execution by Debtor—11th November, 1864.

Name and description of the Debtor, as in the Deed—John Hughes, of No. 17, Crane-street, in the city of Chester, Joiner (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Jones, of Albert-terrace, St. Ann-street, in the city of Chester, Grocer (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—22nd November, 1864, at four o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9816.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor, as in the Deed—William Astell, of Goose Gate, in the town of Nottingham, Beer Seller.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Bramley Rose, of Rutland-street, in the town of Nottingham, Joiner (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—Assignment by the debtor to the trustee of all his estate and effects, upon trust, for the proceeds (after payment of all costs and expenses), to be rateably and proportionally divided amongst all the debtor's creditors; and a release from the creditors to the debtor.

When left for Registration—23rd November, 1864, at eleven o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9817.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—2nd November, 1864.

Date of execution by Debtor—2nd November, 1864.

Name and description of the Debtor, as in the Deed—George Briggs Blakeborough, of Leeds, in the county of York, Paper Merchant and Printer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Charles Turner, of Bolton, in the county of Lancaster, Paper Maker (trustee).

A short statement of the nature of the Deed—Conveyance by the said debtor of all his estate and effects to the said trustee, absolutely, to be applied and administered for the benefit of the creditors of the said debtor, as in bankruptcy.

When left for Registration—23rd November, 1864, at eleven o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9818.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—29th day of October, 1864.

Date of execution by Debtors—29th day of October, 1864.

Names and descriptions of the Debtors, as in the Deed—Charles Jackson and Joseph Rollason, both of Birmingham, in the county of Warwick, Engineers and Sword Scabbard Makers, Copartners in Trade.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Francis Rollason, of Birmingham aforesaid, Accountant, and George Henry Jackson, of Birmingham aforesaid, Printer (trustees).

A short statement of the nature of the Deed—Conveyance by the debtors of all their estate and effects to the trustees, absolutely, to be applied and administered for the benefit of the creditors of the debtors, as in bankruptcy.

When left for Registration—Wednesday, the 23rd day of November, 1864, at eleven o'clock forenoon.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9819.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Assignment.

Date of Deed—15th day of November, 1864.

Date of execution by Debtor—15th day of November, 1864.

Name and description of the Debtor, as in the Deed—Samuel Holtby, of Lowgate, in the town and county of the town of Kingston-upon-Hull, Tailor and Draper, of the first part.

The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—William Cutt, of Market-place, in the same town; Woollen Draper, of the second part; and all the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay to his creditors 2s. in the pound upon the amount of their debts, by two equal instalments, at four and eight months from the date of the said deed, secured by an assignment by the debtor to the said William Cutt of all his estate and effects; and release by the creditors to the debtors.

When left for Registration—23rd November, 1864, at twelve o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9820.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—1st November, 1864.

Date of execution by Debtor—1st November, 1864.

Name and description of the Debtor, as in the Deed—Edgar Adams, of No. 115, Great Titchfield-street, Oxford-street, in the county of Middlesex, Crinoline Skirt Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Spendlove Desborough, of No. 9A, Noble-street, in the city of London, Warehouseman (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor to the trustee of all his estate and effects, to be administered for the benefit of all his creditors, as in bankruptcy.

When left for Registration—23rd November, 1864, at one o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required

by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9821.

Title of Deed whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—16th November, 1864.

Date of execution by Debtor—16th November, 1864.

Name and description of the Debtor, as in the Deed—Noah Borchardt, of No. 72, Great Prescott-street, Goodman's-fields, in the county of Middlesex, Cap Peak, Band, and Belt Manufacturer.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—All and every the creditors of the said debtor.

A short statement of the nature of the Deed—A Deed, whereby the creditors of the debtor accept payment of one shilling in the pound upon their respective debts, to be paid upon demand.

When left for Registration—23rd November, 1864, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9822.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—7th day of November, 1864.

Date of execution by Debtor—7th day of November 1864.

Name and description of the Debtor, as in the Deed—Richard Holme, of Sheffield, in the county of York, late Table Knife Manufacturer, now out of business.

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Linley, of Sheffield aforesaid, Sheep Shear Manager (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, to be administered for the benefit of the creditors of debtor, as in bankruptcy.

When left for Registration—23rd November, 1864, at three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9823.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.

Date of Deed—19th November, 1864.

Date of execution by Debtor—19th November, 1864.

Name and description of the Debtor, as in the Deed—Frederick Smith, of No. 64, Market-place, in the town and county of the town of Kingston-upon-Hull, Dealer in Glass, China, Earthenware, and Hardware.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants that he will pay to his creditors 5s. in the pound, on their debts, on the 4th February, 1865.

When left for Registration—23rd November, 1864, at three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9824.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—3rd November, 1864.

Date of execution by Debtor—3rd November, 1864.

Name and description of the Debtor, as in the Deed—Charles Sweetman, of Brightow, in the parish of Bedminster, in the city and county of Bristol, Undertaker (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Charles Lansdown, of North-street, in the

parish of Bedminster, in the said city and county of Bristol, Accountant (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, absolutely, to be applied and administered for the benefit of his creditors.

When left for Registration—23rd November, 1864, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9825.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—The 27th of October, 1864.

Date of execution by Debtor—The 27th of October, 1864.

Name and description of the Debtor, as in the Deed—Isabella Fleming, of Chorlton-upon-Medlock, in the county of Lancaster, Widow.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Berks Turner, of Manchester, in the county of Lancaster, Tea Merchant, and William Sharp, of Manchester aforesaid, Sugar Merchant (trustees), of the second part; and the creditors of the said debtor, of the third part.

A short statement of the nature of the Deed—Conveyance and Assignment of the real, leasehold, and personal estate of the debtor to the said trustees, in trust, for the benefit of her creditors.

When left for Registration—23rd November, 1864, at one o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9826.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Assignment.

Date of Deed—27th October, 1864.

Date of execution by Debtor—27th October, 1864.

Name and description of the Debtor, as in the Deed—Thomas Howson, of Blackburn, in the county of Lancaster, Land Agent, Surveyor, and Cotton Manufacturer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Henry Graves Brunskill, of Blackburn aforesaid, Bank Manager, and Richard Hacking, of Blackburn aforesaid, Quarry Master and Builder (trustee), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assurance of all the debtor's real and personal estate to the trustees, in trust, for the equal benefit of all the creditors of the debtor.

When left for Registration—24th November, 1864, at eleven o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9827.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—9th November, 1864.

Date of execution by Debtor—23rd November, 1864.

Name and description of the Debtor, as in the Deed—Maurice Wertheimer, of No. 41, Great Charlotte-street, Liverpool, in the county of Lancaster, Jeweller and Dealer in Fancy Goods (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Edward Cotton, of Liverpool aforesaid, Gentleman, second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor binds himself to pay to each of his creditors a dividend of 2s. 6d. in the pound upon their respective debts, by two instalments of 1s. 3d. each, the first on the 17th December, and the second on the 17th March next; and a release by the creditors to the debtor.

When left for Registration—24th November, 1864, at twelve o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9830.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—2nd November, 1864.

Date of execution by Debtor—2nd November, 1864.

Name and description of the Debtor, as in the Deed—Frederick Appleyard, of Northgate, in Bradford, in the county of York, Currier and Leather Dealer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Robert Whipp, of Bramley, in the parish of Leeds, in the said county, Farmer, John Hawkesworth, of Dewsbury-road, in the township of Hunslet, in the parish of Leeds aforesaid, Currier, and John Taylor, of Manchester, in the county palatine of Lancaster, Farmer (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtor to the trustees, to be administered for the benefit of the debtor's creditors, as in bankruptcy.

When left for Registration—24th November, 1864, at half-past twelve o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9831.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—29th October, 1864.

Date of execution by Debtor—29th October, 1864.

Name and description of the Debtor, as in the Deed—Hannah Fairlamb, of the borough and county of Newcastle-upon-Tyne, Widow (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Joseph Wilson, of the same place, Provision Merchant, and George Currie, of the same place, Commission Agent (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all her estate and effects to the trustees, to be administered for the benefit of her creditors, as in bankruptcy.

When left for Registration—24th November, 1864, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9832.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—16th November, 1864.

Date of execution by Debtor—22nd November, 1864.

Name and description of the Debtor, as in the Deed—Thomas Smith, of Leeds, in the county of York, Innkeeper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Thomas Weatherley, of Leeds, in the county of York, Auctioneer (trustee).

A short statement of the nature of the Deed—A Conveyance of all the debtor's estate and effects to the trustee, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—24th November, 1864, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9833.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance, Assignment, and Release.

Date of Deed—31st October, 1864.

Date of execution by Debtor—1st November, 1864.

Name and description of the Debtor, as in the Deed—John Edmondson, of Padiham, in the county of Lancaster, Manufacturer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Frederick Wilkinson, of Manchester, in the county of Lancaster, Yarn Agent (trustee), second part; and creditors, third part.

A short statement of the nature of the Deed—An Assurance of all the real and personal estate and effects of the debtor to the trustee, in trust, for the creditors of the debtor, and release from them to him.

When left for Registration—24th November, 1864, at half-past one o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9834.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Release.

Date of Deed—5th November, 1864.

Date of execution by Debtor—5th November, 1864.

Name and description of the Debtor, as in the Deed—William Thomson and Phineas Alexander Rylie Oldfield, both of Liverpool, in the county of Lancaster, Brokers (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Harold Littledale and Edward Grey, both of Liverpool aforesaid, Brokers (trustees), second part; the joint and separate creditors, third part.

A short statement of the nature of the Deed—Conveyance by the debtor of their joint and separate estates to the trustees, for the benefit of the joint and separate creditors of the debtors, as in bankruptcy; and a release from them to the debtors, and each of them.

When left for Registration—24th November, 1864, at two o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of the entry made in the book kept by the Chief Registrar of the Court of Bankruptcy, for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9835.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—27th October, 1864.

Date of execution by Debtor—27th October, 1864.

Name and description of the Debtor as in the Deed—Edward Lane Swatman, of King's Lynn, in the county of Norfolk, Solicitor (debtor).

Names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Lewis Marriott, of Pentney, in the said county, Merchant, and Lewis Whincip Jarvis, of King's Lynn aforesaid, Gentleman (trustees).

A short statement of the nature of the Deed—A Conveyance by the debtor of all his estate and effects to the trustees, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—24th November, 1864, at two o'clock.

#### THE SEAL OF THE COURT.

**NOTICE** is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9836.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—27th day of October, 1864.

Date of execution by Debtor—27th day of October, 1864.

Name and description of the Debtor, as in the Deed—James Haselwood Parr and John Harland Cardwell, of Liverpool, in the county of Lancaster, Sail Cloth and Linen Merchants, and Copartners (debtors).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—David Carr, of the city of Manchester, Linen Merchant, and Henry Carrer Briggs, of Wakefield, in the county of York, Jute Manufacturer (trustees).

A short statement of the nature of the Deed—Conveyance of all the estate and effects of the debtors to the trustees, to be administered as in bankruptcy, for the benefit of all the debtor's creditors.

When left for Registration—24th day of November, 1864, at half-past two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9837.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—26th October, 1864.

Date of execution by Debtor—26th October, 1864.

Name and description of the Debtor, as in the Deed—James Smith, of No. 21, Saint Augustine's-parade, in the city and county of Bristol, Surgical Instrument Maker (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the creditors of the debtor agree to accept five shillings in the pound on their respective debts, to be paid on the execution of the deed, and a release by the creditors to the debtor.

When left for Registration—24th November, 1864, at half-past two o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9838.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Inspectorship.

Date of Deed—19th November, 1864.

Date of execution by Debtors—19th November, 1864.

Names and descriptions of the Debtors, as in the Deed—Thomas Early and Thomas Early Smith, of Houndsditch, in the city of London, Wholesale Clothiers and Warehousemen, (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Richard Westall, of No. 1, Castle-court, Lawrence-lane, in the said city of London, Linen Factor, and William James Clinch, of Cheltenham, in the county of Gloucester, Brewer, Inspectors, second part; and the creditors, third part.

A short statement of the nature of the Deed—A Deed of Inspectorship under which the joint estate and effects of the debtors are to be administered, as in bankruptcy.

When left for Registration—24th November, 1864, at half-past two o'clock.

#### THE SEAL OF THE COURT

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9839.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—16th November, 1864.

Date of execution by Debtor—16th November, 1864.

Name and description of the Debtor, as in the Deed—John Grierson, of No. 14, Police-street, Manchester, in the county of Lancaster, Tailor (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors of the 2nd part, and William Henry Hayes, of No. 11, Delhi-grove, Webster-street, Greenheys, Chorlton-upon-Medlock, in the city of Manchester, Bookkeeper (trustee) third part.

A short statement of the nature of the Deed—A Deed, whereby the debtor covenants with the trustee to pay to him on or before the 16th of November, 1864, such sum of money as shall be equal to 2s. 6d. in the pound

on the amount of all his debts, the creditors agree to release the debtor.

When left for Registration—24th November, 1864, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9841.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—29th October, 1864.

Date of execution by Debtor—29th October, 1864.

Name and description of the Debtor, as in the Deed—Joseph Fairs, of Birtley, in the county of Durham, Butcher, debtor.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Clavering, of the town and county of the town of Newcastle-upon-Tyne, Solicitor, trustee.

A short statement of the nature of the Deed—Conveyance by debtor to trustee of all his estate and effects, to be administered for the benefit of his creditors as in bankruptcy.

When left for Registration—24th November, 1864, at half-past three o'clock in the afternoon.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, and 198:—

Number—9841.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—19th November, 1864.

Date of execution by Debtor—19th November, 1864.

Name and description of the Debtors, as in the Deed—Theophilus Henry Wilcock, of No. 28, Martin's-lane, Cannon-street, in the city of London, Wholesale Tea Dealer (debtor).

The names and descriptions of the Trustees or other parties to the Deed, but not specifying the names of the Creditors—Walter Blanford Waterlow, of London-wall, in the city of London, Stationer (trustee).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustee, to be administered for the benefit of all the debtor's creditors as in bankruptcy.

When left for Registration—24th November, 1864, at half-past three o'clock.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9844.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—1st November, 1864.

Date of execution by Debtors—1st November, 1864.

Names and descriptions of the Debtors, as in the Deed—Elijah Pryce and Joseph Cowden, both of Liverpool, in the county of Lancaster, Merchants, trading there in copartnership under the style or firm of Elijah Pryce and Co. (debtors.)

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Henry Jones, of Liverpool aforesaid, Insurance Broker, and Robert Bancroft, of Liverpool aforesaid, Broker (trustees).

A short statement of the nature of the Deed—Conveyance by the debtors of all their estate and effects to the trustees, to be administered for the benefit of the creditors of the debtors, as in bankruptcy.

When left for Registration—25th November, 1864, at eleven o'clock, registered under section 200, and the order of Mr. Commissioner Goulburn, dated the 21st November, 1864.

#### THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a Copy of an entry made in the book kept by the chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by

the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9845.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance, Assignment, and Release.

Date of Deed—1st November, 1864.

Date of execution by Debtor—1st November, 1864.

Names and descriptions of the Debtors, as in the Deed—David Pilling and Peter Shaw, of Warrington, in the county of Lancaster, Tanners (debtors), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Fenton Greenall, of Warrington aforesaid, Banker, and John Greves Ockleston, of Liverpool, in the county of Lancaster (trustees), second part; and the creditors of the debtors on their joint or partnership account, third part.

A short statement of the nature of the Deed—An Assurance of all the joint or partnership estate and effects of the debtors to the trustees, for the benefit of their joint or separate creditors; and a release from them to the debtors.

When left for Registration—25th November, 1864, at twelve o'clock.

#### THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196 and 198:—

Number—9846.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition and Release.

Date of Deed—8th November, 1864.

Date of execution by Debtor—8th November, 1864.

Name and description of the Debtor, as in the Deed—James Bourne, of No. 3, Carlisle-terrace, Bow, in the county of Middlesex, Commercial Traveller.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.

A short statement of the nature of the Deed—A Deed, whereby the creditors, in consideration of the payment to them by the debtor of 2s. in the pound on their debts, release him therefrom.

When left for Registration—25th November, 1864, at one o'clock.

#### THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9849.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance and Release.

Date of Deed—29th October, 1864.

Date of execution by Debtor—29th October, 1864.

Name and description of the Debtor, as in the Deed—John Withers Gill, of Thetford, in the county of Norfolk, Miller and Merchant (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—William Thomas Palmer, of the city of Norwich, Gentleman, and William Thomas Count, of Thetford, in the county of Norfolk, Draper (trustees).

A short statement of the nature of the Deed—Conveyance by the debtor of all his estate and effects to the trustees, absolutely, to be administered for the benefit of the debtor's creditors, as in bankruptcy; and a release by the creditors.

When left for Registration—25th November, 1864, at half-past one o'clock.

#### THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9850.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Assignment and Release.

Date of Deed—31st October, 1864.

Date of execution by Debtor—31st October, 1864.

Name and description of the Debtor, as in the Deed—George Batty, of Sutton-in-Forest, in the county of York, Farmer (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Henderson, of Castle Howard, in the county of York, Gentleman, and Henry Eity Souhly, of New Malton, in the county of York, Merchant (trustees), second part; and the creditors, third part.

A short statement of the nature of the Deed—An Assignment of all the personal estate and effects of the debtor, in trust, for the general benefit of his creditors; and a release from them to him.

When left for Registration—25th November, 1864, at half-past one o'clock.

#### THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9851.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance, Assignment, and Release.

Date of Deed—22nd November, 1864.

Date of execution by Debtor—23rd November, 1864.

Name and description of the Debtor, as in the Deed—William Slade, late of Compton Fold, in Breighmet near Bolton, in the county of Lancaster, Cotton Spinner, but now of Sydenham, in the county of Kent, Gentleman (debtor), first part.

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—Arthur Bower Forwood, of Liverpool, in the said county of Lancaster, Merchant, Thomas Ridgway Bridson, of Bolton aforesaid, Bleacher, and John Hick, of the same place, Iron Founder and Engineer (trustees), second part; and the said Arthur Bower Forwood and John Hick, and the creditors of the debtor and of his late partners, Edward Bolling, of Bolton aforesaid, and William Bolling, late of Darcy Lever, in the said county of Lancaster, deceased, third part.

A short statement of the nature of the Deed—An Assurance of all the real and personal estate and effects of the debtor to the trustees, in trust, for the equal benefit of the joint and several creditors of the debtor and his said late partners in the partnership business, with power to the trustees to allow the debtor to retain all or such parts of his household furniture, plate, linen, and china, as they may think fit, and to give and allow to the debtor any allowance out of his effects, not exceeding what he would have been entitled to if made bankrupt; and a release by the creditors to the debtor for all debts and sums of money due from the debtor and his late partners and letter of licence for three years.

When left for Registration—25th November, 1864, at two o'clock.

#### THE SEAL OF THE COURT.

NOTICE is hereby given that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9852.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Conveyance.

Date of Deed—31st October, 1864.

Date of execution by Debtor—31st October, 1864.

Name and description of the Debtor, as in the Deed—Andrew Robinson, of Wigton, in the county of Cumberland, Draper (debtor).

The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—John Lemon, of the same place, and John Thorburn, of the city of Manchester, Merchants (trustees).

A short statement of the nature of the Deed—A Conveyance of all the estate and effects of the debtor to the trustees, to be administered for the benefit of the creditors of the debtor, as in bankruptcy.

When left for Registration—25th November, 1864, at two o'clock.

#### THE SEAL OF THE COURT.

NOTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9853.

Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.  
 Date of Deed—21st November, 1864.  
 Date of execution by Debtor—21st November, 1864.  
 Name and description of the Debtor, as in the Deed—John Carter, of No. 86, King William-street, in the city of London, Wine Merchant, trading under the style or firm of John Carter and Co. (debtor).  
 The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—The creditors.  
 A short statement of the nature of the Deed—A Deed, whereby the creditors of the debtor agree to accept a composition of five shillings in the pound on their debts, payable by two instalments of two shillings and sixpence in the pound each on the 31st day of March, and on the 30th day of September, 1865.  
 When left for Registration—25th November, 1864, at two o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9854.  
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition.  
 Date of Deed—21st November, 1864.  
 Date of execution by Debtor—21st November, 1864.  
 Name and description of the Debtor, as in the Deed—William Alfred Swift, of 17, Saint James's-place, Saint James's, and 29, Gloucester-road, Regent's-park, both in Middlesex, Club House Keeper.  
 The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—The creditors.  
 A short statement of the nature of the Deed—A Deed, whereby the debtor agrees to pay to all his creditors 8s. in the pound on their debts, on or before the 12th day of December next.  
 When left for Registration—25th November, 1864, at two o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition, and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9856.  
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Composition, Assignment, and Release.  
 Date of Deed—19th November, 1864.  
 Date of execution by Debtor—19th November, 1864.  
 Name and description of the Debtor, as in the Deed—William Henry Jones, of Liverpool, in the county of Lancaster, Iron Merchant (debtor), first part.  
 The names and descriptions of the Trustees, or other parties to the Deed, not including the Creditors—Anthony Wigham Chalmers, of Liverpool aforesaid, Accountant, and Peter Stuart McNicol, of Liverpool aforesaid, Metal Merchant (trustees), second part; and the creditors, third part.  
 A short statement of the nature of the Deed—A Deed, by which the debtor covenants to pay to all his creditors three shillings and fourpence in the pound on their respective debts on the 10th February, 1865, and to secure payment of same by an assignment of all his estate and effects to the trustees, upon trust, to sell and apply proceeds in payment amongst all the creditors of such composition, or such part thereof, on the said 10th February, 1865, as the said debtor shall make default in paying; and a release to the debtor by the creditors.  
 When left for Registration—25th November, 1864, at half-past two o'clock.

## THE SEAL OF THE COURT.

**N**OTICE is hereby given, that the following is a copy of an entry made in the book kept by the Chief Registrar of the Court of Bankruptcy for the Registration of Trust Deeds for the benefit of Creditors, Composition and Inspectorship Deeds executed by a Debtor, as required by the Bankruptcy Act, 1861, secs. 187, 192, 194, 196, and 198:—

Number—9858.  
 Title of Deed, whether Deed of Assignment, Composition, or Inspectorship—Arrangement.  
 Date of Deed—23rd November, 1864.  
 Date of execution by Debtor—24th November, 1864.

Name and description of the Debtor, as in the Deed—Thomas Comer, of No. 8, Loddiges-road, Hackney, in the county of Middlesex, formerly of No. 19, Russell-street, Reading, in the county of Berks, Secretary.  
 The names and descriptions of the Trustees or other parties to the Deed, not including the Creditors—James Skipper Adam, of Great St. Helen's, in the city of London, Ship Broker (trustee), second part; and all creditors, third part.  
 A short statement of the nature of the Deed—A Deed, whereby the debtor covenants to pay to the trustee the sum of fifty pounds on the 22nd day of November in each and every year thereafter during which the said debtor shall retain his present Secretaryship, until the debts and demands shall be fully paid and satisfied; and the debtor assigns all his estate and effects to the trustee, to be applied, together with all monies received under the said covenant, for the benefit of his creditors; and a release by the creditors to the debtor.  
 When left for Registration—25th November, 1864, at half-past two o'clock.

## THE SEAL OF THE COURT.

**ERRATUM.**—In the London Gazette of Tuesday, November 27, 1864, page 5776, advertisement of Trust Deed No. 9791, the name of the debtor is advertised as *Edward Abraham Channing*, whereas it should be *Abraham Channing*.

In Re Henry Barker Travis.

**ERRATUM.**—In the London Gazette of Tuesday, November 22, 1864, page 5775, advertisement of Trust Deed No. 9785, the name of trustee is advertised as *John Taylor*, whereas it should be *John Naylor*.

In the Matter of William Hadley, now of Handsworth, in the county of Stafford, previously of Olton, in the parish of Solihull, in the county of Warwick, Farmer.

**I** HEREBY give notice, that the creditors who have proved their debts under the above Petition for adjudication, bearing date the 13th day of July, 1864, may receive a First Dividend of 2s. in the pound, upon application at my office, as under, on any Thursday, between the hours of eleven and three of the clock. No Dividend can be paid without the production of the securities exhibited at the time of proving the debts. Executors and administrators will be required to produce the probate of the will or the letters of administration under which they claim.—November 22, 1864.

GEORGE KINNEAR, Official Assignee,  
 No. 17, Waterloo-street, Birmingham.

In Re Thomas Walker and Conrad Selvin Kjelsen, of Newcastle-upon Tyne, Linen and Woollen Drapers, against whom a Petition for adjudication of Bankruptcy, bearing date the 17th November, 1863, was duly filed.

**I** HEREBY give notice, that a First Dividend, at the rate of 1s. 7d., in the pound, may be received by all the creditors who have proved their debts under the above estate, at my office, Royal-arcade, Newcastle-upon-Tyne, on Saturday, the 26th instant, or on any subsequent Saturday between the hours of eleven and two o'clock. No Dividend will be paid without the production of every security 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.—November 22, 1864.

CHARLES J. LAIDMAN, Official Assignee,  
 Newcastle-upon-Tyne.

In Re Alexander Thompson Cottrell, of Norton, in the county of Durham, Forge Master, against whom a Petition for adjudication of Bankruptcy, bearing date the 26th March, 1863, was duly filed.

**I** HEREBY give notice, that a Second Dividend, at the rate of 4d. in the pound (in addition to 3s. in the pound previously declared), may be received by all the creditors who have proved their debts under the above estate, at my office, Royal Arcade, Newcastle-upon-Tyne, on Saturday, the 26th instant, or on any subsequent Saturday, between the hours of eleven and two of the clock. No Dividend will be paid without the production of every security 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.—November 22, 1864.

CHARLES J. LAIDMAN, Official Assignee,  
 Newcastle-upon-Tyne.

The Bankruptcy Act, 1861.

**T**AKE notice that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, London, on the 29th day of April, 1864, by James Tooley the younger, of Down-



ham Market, in the county of Norfolk, Currier and Leather Seller, did, on the 22nd day of November, 1864, annul the adjudication of Bankruptcy made against the said James Tooley the younger, under the said Petition, and dismissed the same.—Dated this 22nd day of November, 1864.

### The Bankruptcy Act, 1861.

#### Notice of Adjudications and First Meeting of Creditors.

Walter Joyce, late of Margate, Kent, and previously of No. 17, Islip-street, Kentish Town, Middlesex, Comedian, a Prisoner for Debt in Maidstone Gaol, having been adjudged bankrupt by a Registrar of the County Court of Kent, holden at Maidstone, attending at the Gaol at Maidstone afore-said, on the 21st day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Henry William Ward the younger, late of No. 36, Seething-lane, in the city of London, and of No. 21, Gloucester-cottages, Park-road, New Peckham, in the county of Surrey, Appraiser, a Prisoner for Debt in Horsemonger-lane Gaol, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at Horsemonger-lane Gaol, Surrey, on the 19th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Edwin Closs Naylor, late of No. 76A, Basinghall-street, in the city of London, and of No. 2, Broke-road, Queen's-road, Dalston, in the county of Middlesex, Woolstapler, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 18th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Edward Martin, late of Old Ford-road North, Bow, in the county of Middlesex, Lucifer Match Maker, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 18th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Locke (sued with George Lewis Locke), late of No. 31, Cardington-street, Hampstead-road, and formerly of No. 11A, Junction-street, Hampstead New-road, both in the county of Middlesex, Pianoforte Small Works Maker, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 18th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one

o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Girling Balls, late of No. 2A, Wells-street, Jewin-street, in the city of London, Tailor, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 19th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Jules Buquet (sued as Jean Buquet), late of No. 92, Castle-street, Leicester-square, and previously of No. 42, Queen-street, Soho, both in the county of Middlesex, in no business, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 18th of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Goddard, late of the Marquis of Lansdowne Public House, Stoke Newington road, in the county of Middlesex, Licensed Victualler, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the Debtors' Prison for London and Middlesex, on the 18th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, Basinghall-street, London, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Robert Kedge, of No. 1, Hackett's-terrace, Park-road, Peckham New Town, in the county of Surrey, Cowkeeper, Grocer, and General-shop Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. William Ralph Buchanan, of No. 13, Basinghall-street, London, is the Solicitor acting in the bankruptcy.

George William Hawley, of Oakham, in the county of Rutland, Coal Merchant, having been bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Wright and Bonner, of No. 15, Loudon-street, Fenchurch-street, Agents for William Farnery Law, of Stamford, are the Solicitors acting in the bankruptcy.

Spiridon Glavcopidi, of No. 50, Gresham-street, in the City of London, Merchant and Commission Agent, trading under the firm of Glavcopidi, Brothers, and Co., and also trading at the same place as a Glover, in co-partnership with John Mavrogordato, George Peter Lascaridi, and Antonio Dumas, as Mavrogordato and Co., having been

adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. J. R. Chidley, of No. 25, Old Jewry, is the Solicitor acting in the bankruptcy.

Abraham Smith, of No. 2, Dockhead, Bermondsey, in the county of Surrey, Tailor, trading under the style or firm of Smith and Co., having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at two of the clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Clarke, Son, and Rawlins, of No. 29, Coleman-street, are the Solicitors acting in the bankruptcy.

Charles Mayor, late of Worksop, in the county of Nottingham, Commercial Clerk, but now of No. 280, Oxford-street, in the county of Middlesex, Fruiterer and Greengrocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Francis Hill, of No. 10, Basinghall-street, in the city of London, is the Solicitor acting in the bankruptcy.

Thomas Smith, of Watton, in the county of Norfolk, but now sojourning at No. 1, Junction-mews, Cambridge-terrace, Faddington, in the county of Middlesex, Horse Dealer and Veterinary Surgeon, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Traherne and White, of No. 13, Barge-yard-chambers, Bucklersbury, Agents for M. S. Emerson, Solicitor, Norwich, are the Solicitors acting in the bankruptcy.

Joseph Gain, of No. 114, Fratton-road, in the parish of Portsea, in the county of Southampton, Builder, Carpenter and Joiner, his wife carrying on the business of a Haberdasher at the same place, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Gregory and Rowcliff, of No. 1, Bedford-row, Agents for S. S. Long, Solicitor, Portsea, are the Solicitors acting in the bankruptcy.

William George Chapman, of No. 4, Howley-street, York-road, Lambeth, in the county of Surrey, and of the Broadway, Langate-hill, in the City of London, Clerk to a Publisher, prior thereto, of St. Alban's-place, Kennington-road, previously of the Lambeth-road, previously of No. 32, Hercules-buildings, Lambeth, and previously of York-road, Lambeth, all in the county of Surrey, a Prisoner for Debt in the Debtor's Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Richard Chandler, of No. 2, Bucklersbury, London, is the Solicitor acting in bankruptcy.

William Frederick Tubbs, of Victoria-road, Woolston, in the county of Southampton, Grocer and Merchant's Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Paterson and Son, of No. 7, Bouverie-street, as Agents for W. H. Mackey, Solicitor, of Southampton, are the Solicitors acting in the bankruptcy.

Mary Warren, of No. 14, Stonefield-street, Islington, in the county of Middlesex, widow, Lodging-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender herself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. F. Waldron, of No. 59, Lamb's Conduit-street, is the Solicitor acting in the bankruptcy.

Caroline Arnold, of No. 37, Hart-street, Bloomsbury-square, in the county of Middlesex, Boarding-house Keeper, Widow, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender herself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. R. W. Stackpoole, of Pinners-hall, Old Broad-street, London, is the Solicitor acting in the bankruptcy.

Albert Kahl, late of No. 27, Leadenhall-street, in the City of London, and now of Champion-grove, Grove-lane, Camberwell, in the county of Surrey, Shipbroker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 21st day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. J. and J. H. Linklater and Hackwood, of No. 7, Walbrook, are the Solicitors acting in the bankruptcy.

William John Scott, of No. 22, Wormwood-street, in the city of London, Butcher, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 15th day of November, 1864, is hereby required to surrender himself to Henry Philip Roche, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at twelve of the clock at noon precisely, at the said Court. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Keighley and Gething, of No. 7, Ironmonger-lane, in the city of London, are the Solicitors acting in the bankruptcy.

John Perry, formerly of Richmond-road, Bayswater, then of Berners-street, Primrose-hill, then of Chiswick-road, Turnham-green, next and late of No. 4, Harlesden-villas, Harlesden-green, all in Middlesex, Clerk in the War Office, now a Prisoner for Debt in the custody of the Sheriff of Middlesex, at Bowers' Lock-up house, No. 1, Breams-buildings, Charterry-lane, Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Lewis and Lewis, of No. 10, Ely place, Holborn, London, are the Solicitors acting in the bankruptcy.

Frederick Lamb, of No. 8, Howley-street, York-road, Lambeth, in the county of Surrey, and now a Prisoner for Debt in Her Majesty's Debtor's Prison for London and Middlesex, Whitecross-street, in the city of London, Clerk

to a Publisher, sued as — Lamb, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. F. B. New, of No. 131, Fleet-street, London, is the Solicitor acting in the bankruptcy.

John Campbell, of No. 1, Suffolk-street, Commercial-road East, in the county of Middlesex, Comedian, and lately in Partnership with James Chapple, as Manager of the Royal Pavilion Theatre, Whitechapel, in the said county of Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. E. W. George, of No. 80, Jermyn-street, St. James's, London, is the Solicitor acting in the bankruptcy.

Gregor Grant, of Great Tower-street, in the city of London, late of Lime-street, in the said city, trading in co-partnership with Henry Constantine Jennings, as a Leather Manufacturer, now residing at No. 8, Stock Orchard-crescent, in the county of Middlesex, formerly of No. 15, Sheffield-gardens, Kensington, in the said county, a Retired Judge from Her Majesty's Sudder Court at Bombay, India, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Hodgson, of No. 10, Salisbury-street, Strand, London, are the Solicitors acting in the bankruptcy.

Thomas George Beard, of Basingstoke, in the county of Southampton, Bookseller, Bookbinder, Stationer, and Printer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. J. Lott, of No. 44, Parliament-street, Westminster, London, for Messrs. Prickett and King, Basingstoke, Hants, is the Solicitor acting in the bankruptcy.

John Golding Leech, formerly of Sydenham, in the county of Kent, then of Greenwich, in the said county of Kent, then of Peckham, in the county of Surrey, then of No. 3, Chatham-terrace, Upper Norwood, in the county of Surrey, and lately and now of No. 7, Portland-terrace, Woodland-hill, Upper Norwood aforesaid, Journeyman Carpenter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. N. Barley, of Bucklersbury, London, is the Solicitor acting in the bankruptcy.

William Henry Goddard, of Rye, in the county of Sussex, Plumber and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Mr. A. R. Hewitt, of No. 32, Nicholas-lane, London, is the Solicitor acting in the bankruptcy.

George Ingham Noble, of No. 33, Christopher-square, Finsbury, in the county of Middlesex, Oil and Pickle Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to William Hazlitt, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. George John Graham, of No. 25, Coleman-street, London, is the Official Assignee, and Messrs. Wood and King, of No. 74, Basinghall-street, London, are the Solicitors acting in the bankruptcy.

John Lanagan, late of No. 17, Gillias-street, Kentish-town, in the county of Middlesex, and previously of Ardach, in the county of Neath, in Ireland, Farmer and Cattle Dealer, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, in London, attending at Whitecross-street Prison, on the 19th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy, in London, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Robert Taylor, late of No. 2, Lindsey-place, Battersea-bridge, Chelsea, in the county of Middlesex, Traveller for the sale of Paper Hangings, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, in the city of London, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. G. Atkinson, of No. 51, Bedford-row, is the Solicitor acting in the bankruptcy.

The Reverend William Wilson King, of No. 15, Percy-street, Tottenham-court-road, in the county of Middlesex, Rector of Fleetmarston, near Aylesbury, Buckinghamshire, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. S. A. Kisch, of No. 8, Lancaster place, Strand, is the Solicitor acting in the bankruptcy.

Edward Eden Elliot, of No. 3, Victoria-road, South Kensington, in the county of Middlesex, late Accountant-General of the Bombay Presidency, at Bombay, India, but now of no occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 19th day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. R. and C. N. Hodgson, of No. 10, Salisbury-street, Strand, are the Solicitors acting in the bankruptcy.

Edward Collins Lindsay, formerly of Devons-road, Bromley, afterwards and now of No. 3, Bromley-cottages, High-street, Bromley, both in Middlesex, Clerk to Disasters, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. M. Pope, of Winchester-house, Old Broad-street, is the Solicitor acting in the bankruptcy.

Ebenezer Graystone, of No. 18, Albert-terrace, Ballspend, Islington, in the county of Middlesex, having Workshops and Yard at No. 36, Dorset-street, Essex-road,

Islington, aforesaid, Carpenter and Builder, and formerly a Watch Jewel Hole Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Kingdom and Williams, of No. 3, Lawrence-lane, are the Solicitors acting in the bankruptcy.

John Burrage, of No. 5, Davey-place, also of Castle-street, and also of Belle-vue, Saint Clement's, all in the city and county of Norwich, Tailor and General Outfitter, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 21st of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th of December next, at two o'clock in the afternoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Messrs. Roche and Gover, of No. 33, Old Jewry, are the Solicitors acting in the bankruptcy.

Alfred Andrews, of Northampton, in the county of Northampton, Shoe Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 23rd day of November, 1864, is hereby required to surrender himself to James Rigg Brougham, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Edward Watkin Edwards, of No. 22, Basinghall-street, London, is the Official Assignee, and Mr. P. G. Greville, of No. 28, St. Swithin's-lane, is the Solicitor acting in the bankruptcy.

Thomas Reading, late in lodgings, Warwick-road, Sparkbrook, near Birmingham, in the county of Warwick, formerly at Warwick Arms Inn, Bradford-street, Birmingham aforesaid, carrying on trade or business of a Licensed Victualler, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd day of November, 1864, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of November next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in Bankruptcy.

Charles Walter, of No. 65, Regent-street, Leamington, in the county of Warwick, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 21st day of November, 1864, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at twelve of the clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. W. Hannay, of Warwick, and Messrs. Hodgson and Son, of Birmingham, are the Solicitors acting in the bankruptcy.

John Calcott, of Bloomsbury-place, Bloomsbury, Birmingham, in the county of Warwick, Draper, Hosier, Hatter, and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 15th day of November, 1864, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 37, Waterloo-street, Birmingham, is the Official Assignee, and Messrs. Best and Horton and Messrs. James and Griffin, of Birmingham, are the Solicitors acting in the bankruptcy.

James Webb, of Bloxwich, in the foreign of Walsall, in the county of Stafford, Bridle Bit Manufacturer and Grocer, trading under the style or firm of James Webb and Sons, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the

3rd day of November, 1864, is hereby required to surrender himself to Alfred Hill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve of the clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. J. E. Sheldon, of Wednesbury, and Mr. John Smith, of Birmingham, are the Solicitors acting in the bankruptcy.

William Barnett, of Edgbaston, in the county of Warwick, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 23rd day of November, 1864, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 9th day of December next, at twelve of the clock at noon precisely, at the said Court, at Birmingham. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. John Smith, of Birmingham, is the Solicitor acting in the bankruptcy.

Christopher Norton Wright the younger, of the town of Nottingham, Printer and Reporter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 22nd of November, 1864, is hereby required to surrender himself to Owen Davies Tudor, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven in the forenoon precisely, at the said Court, at the Shirehall, Nottingham. Mr. John Harris, of Lower-pavement, Nottingham, is the Official Assignee, and Mr. John Hopkinson Buttery, of Clinton-street, Nottingham, is the Solicitor acting in the bankruptcy.

John Thompson, formerly of Knaresborough, in the county of York, afterwards of No. 16, Westmorland-street, in High Harrogate, in the said county, and now residing in Thompson's-yard, Regent-parade, in High Harrogate aforesaid, having carried on business as a Joiner and Builder, at the before-named places, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 22nd day of November, 1864, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. John Hindle, of Ripon, and Mr. Thomas Simpson, of Leeds, are the Solicitors acting in the bankruptcy.

Elizabeth Dixon, of Horsforth, near Leeds, in the county of York, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 21st of November, 1864, is hereby required to surrender herself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Mr. H. B. Harle, of Leeds, is the Solicitor acting in the bankruptcy.

William McDonald, of Halifax, in the county of York, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 12th day of November, 1864, is hereby required to surrender himself to a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 5th day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at the Commercial-buildings, Leeds. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Terry and Watson, of Bradford, and Mr. Thomas Simpson, of Leeds, are the Solicitors acting in the bankruptcy.

Luigi Tonelli, late of Dock-street, in the town or borough of Kingston-upon-Hull, Refreshment-room Keeper, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Leeds District, attending at the Gaol or Prison of Kingston-upon-Hull, on the 16th day of November, 1864, and the adjudication being directed to be prosecuted at the Court of Bankruptcy for the Leeds District, is hereby required to surrender himself to one of the Registrars of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve o'clock at noon precisely, at the Townhall, Kingston-upon-Hull. Mr. Theophilus Carrick, of Hull, is the Official Assignee.

Joseph Miles Smyth and George McKenzie Craig, of Liverpool, in the county of Lancaster, Booksellers and Co-partners, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd day of November, 1864, are hereby required to surrender themselves to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve of the clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and K. Tyrer, of North John-street, Liverpool, is the Solicitor acting in the bankruptcy.

William Rimmer, of Birkdale, near Southport, in the county of Lancaster, Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 13th day of November, 1864, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Dodge and Wynne, of Liverpool, are the Solicitors acting in the bankruptcy.

James Nicholson, of Nos. 143 and 187, Price-street, Birkenhead, in the county of Chester, Coal Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 23rd day of November, 1864, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said District Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Stehle and Jameson, of South John-street, Liverpool, are the Solicitors acting in the bankruptcy.

Thomas Webster, of Water-street, St. Helen's, in the county of Lancaster, Joiner and Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd November, 1864, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Thomas Beasley, Esq., of Victoria-chambers, St. Helen's, is the Solicitor acting in the bankruptcy.

John Richard Williams, now of Llanfechell, and late of Llanerchymedd, both in the county of Anglesey, Draper and Grocer, and formerly of Pen-y-Graigwen, in the said county of Anglesey, Draper, Grocer, and Coal Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 22nd day of November, 1864, is hereby required to surrender himself to one of the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at twelve of the clock at noon precisely, at the said Court, at Liverpool. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and James Goldrick, Esq., of No. 1, Brunswick-street, Liverpool, is the Solicitor acting in the bankruptcy.

Johann Geissler, of No. 43, Lower Mosley-street, Manchester, in the county of Lancaster, Merchant, and of Victoria-street, Huddersfield, in the county of York, Yarn Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 22nd day of November, 1864, is hereby required to surrender himself to David Cato Macrae, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven of the clock in the forenoon precisely, at the said Court, at Manchester. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Tidswell and Galloway, of Manchester, are the Solicitors acting in the bankruptcy.

John Sheldon, residing in lodgings at Mr. William Binks, at the back of Victoria-place, Icknield Port-road, Birmingham, in the county of Warwick, Boot and Shoe Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Birmingham, on the 21st day of November, 1864, is hereby required to surrender himself to John Guest, Esq., a Registrar of the said Court, at the

first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee, and Mr. Edwin Parry, of No. 13, Bennett's-hill, Birmingham, is the Solicitor acting in the bankruptcy.

George Perry, late in lodgings at Dockings-buildings, Hanley-street, in Birmingham, in the county of Warwick, formerly of No. 58, Cleveland-street, in Birmingham aforesaid, previously at the Old Star Inn, Lichfield-street, in Birmingham aforesaid, carrying on business as a Publican and Journeyman Brass Caster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Warwickshire, holden at Warwick, on the 18th day of November, 1864, is hereby required to surrender himself to John Guest, Esq., a Registrar of the County Court of Warwickshire, holden at Birmingham, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee.

William Pickering, late in lodgings at No. 65, Snow-hill, in Birmingham, in the county of Warwick, formerly at No. 81, Barker-street, Lozells, in the county of Stafford, previously of No. 92, Snow-hill, in Birmingham aforesaid, carrying on business as a Chemist and Druggist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in formâ pauperis), filed in the County Court of Warwickshire, holden at Warwick, on the 18th day of November, 1864, is hereby required to surrender himself to John Guest, Esq., a Registrar of the County Court of Warwickshire, holden at Birmingham, at the first meeting of creditors to be held before the said Registrar, on the 19th day of December next, at ten o'clock in the forenoon precisely, at the said Court. John Guest, Esq., of Birmingham, is the Official Assignee.

Edward Wood, of No. 4, Wavertree-vale, in the township of Wavertree, in the county of Lancaster, Journeyman Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 21st day of November, 1864, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at three o'clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. Enoch Gratton, of No. 11, Duncan-street, Birkenhead, is the Solicitor acting in the bankruptcy.

John Gilbertson, of No. 16, Olive-street, and No. 9, Oliver-street, both in Liverpool, in the county of Lancaster, Master Carter and Beerhouse Keeper, and late a Prisoner for Debt in the Liverpool Borough Gaol at Walton, in the said county, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy for the Liverpool District, attending at the said Gaol on the 17th day of November, 1864, and the adjudication being directed to be prosecuted in the County Court of Lancashire, holden at Liverpool, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at three o'clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee.

John Craven, of No. 35, Tweed-street, West Derby-road, Liverpool, in the county of Lancaster, out of business, previously of No. 177, Crown-street, in Liverpool aforesaid, and also of No. 35, Tweed-street aforesaid, Coal Merchant and Collector, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Liverpool, on the 19th day of November, 1864, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at three of the clock in the afternoon precisely, at the said Court, at No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. Maurice Nordon, of Cuthbert's-buildings, No. 14, Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

William Hayes, of New-street, in Barnsley, in the county of York, Potato Dealer, Greengrocer, Fruiterer, and Shop-keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Barnsley, on the 19th day of November, 1864, is hereby required to surrender himself to Mr. William Shepherd, a Registrar of the said Court, at the first meeting of creditors to be held before the said Regi-



trar, on the 8th day of December next, at twelve o'clock at noon precisely, at the said Court. Mr. William Shepherd, of Barnsley, is the Official Assignee, and Mr. Thomas Greensit Hamer, of Barnsley, is the Solicitor acting in the bankruptcy.

Benjamin Hobson, of Bennett's-houses, Spital-street, Sheffield, in the county of York, Engineer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Rotherham, on the 21st day of November, 1864, is hereby required to surrender himself to Edward Newman and William Fretwell Hoyle, the Registrars of the said Court, at the first meeting of creditors to be held before the said Registrars, on the 12th day of December next, at three o'clock in the afternoon precisely, at the County Court Office, Westgate, Rotherham. Edward Newman and William Fretwell Hoyle are the Official Assignees, and Charles Edward Broadbent, of Sheffield, is the Solicitor acting in the bankruptcy.

Edward Wakeford, of the city of Hereford, Mercer and Outfitter, and Servants Registry Office Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Herefordshire, holden at Hereford, on the 14th day of November, 1864, is hereby required to surrender himself to John James Reynolds, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, Hereford. John James Reynolds, Esq., of Hereford, is the Official Assignee, and Mr. Charles Averill, of Hereford, is the Solicitor acting in the bankruptcy.

John Thomas, now living in lodgings near Mile-end, at Landore, near Swansea, in the county of Glamorgan, Buyer and Seller of Sheep and Cattle, and before then residing in lodgings at the same place, and carrying on the business of a Butcher and Cattle Dealer, at Swansea aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorgan-shire, holden at Swansea, on the 9th of November, 1864, is hereby required to surrender himself to Lewis Morris, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve o'clock at noon precisely, at the Townhall, Swansea. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. Henry Morris, of No. 7, Rutland-street, Swansea, is the Solicitor acting in the bankruptcy.

John Brett, of Fakenham, in the county of Norfolk, Baker and Dealer in Flour and Corn, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Little Walsingham, on the 22nd day of November, 1864, is hereby required to surrender himself to George Watson, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at ten o'clock in the forenoon precisely, at the Office of the said Registrar, at Little Walsingham. George Watson, of Little Walsingham, is the Official Assignee, and William Drake, of East Dereham, is the Solicitor acting in the bankruptcy.

Thomas Brown, now and for these ten years last past residing at Ironville, in the county of Derby, and carrying on business as a Grocer and Confectioner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 16th day of November, 1864, is hereby required to surrender himself to Mr. Philip Hubbersty, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Philip Hubbersty, of Wirksworth, is the Official Assignee, and Mr. J. B. Smith, of Derby, is the Solicitor acting in the bankruptcy.

John Bingham Elliott, in lodgings at Benjamin Elliott's, of Pinxton, in the county of Derby, Cordwainer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 16th day of November, 1864, is hereby required to surrender himself to Mr. Philip Hubbersty, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Philip Hubbersty, of Wirksworth, is the Official Assignee, and Mr. J. H. Dawson, of Nottingham, is the Solicitor acting in the bankruptcy.

John Storer, formerly and for the longest period of six months next before the filing of his petition residing and carrying on business at Codnor, in the county of Derby, as a Beerhouse Keeper, and at the same time carrying on business at Langley Mill, in the county of Derby, as a

Carriage Spring Maker, but now and for twenty-nine days next immediately preceding the filing of this his petition residing at Langley Mill aforesaid, in lodgings at the house of John Smith, and carrying on the business of Carriage Spring Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 16th day of November, 1864, is hereby required to surrender himself to Mr. Philip Hubbersty, the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 14th day of December next, at one o'clock in the afternoon precisely, at the said Court. Mr. Philip Hubbersty, of Wirksworth, is the Official Assignee, and Mr. Joseph Bland Walker, of Belper, is the Solicitor acting in the bankruptcy.

George Humphrey, of Somerlayton-street, in the city of Norwich, out of business, and late of Great Bircham, in the county of Norfolk, Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Norfolk, holden at Little Walsingham, on the 22nd day of November, 1864, is hereby required to surrender himself to George Watson, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at ten o'clock in the forenoon precisely, at the Office of the said Registrar, at Little Walsingham. George Watson, of Little Walsingham, is the Official Assignee, and Thomas Martin Wilkin, of King's Lynn, is the Solicitor acting in the bankruptcy.

Joseph Daniel, of Saint Martin-street, in the city of Worcester, previously of Silver street, in the parish of Saint Martin, in the said city of Worcester, in lodgings, and out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Worcester, on the 21st day of November, 1864, is hereby required to surrender himself to John Hill, Gentleman, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at eleven o'clock in the forenoon precisely, at the Guildhall, Worcester. Mr. John Hill, of Worcester, is the Official Assignee, and Mr. William Corles, of Worcester, is the Solicitor acting in the bankruptcy.

John Martin, of Trethake Mills, in the parish of Lanteglos-by-Fowey, in the county of Cornwall, Miller and Flour and Corn Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cornwall, holden at Liskeard, on the 19th day of November, 1864, is hereby required to surrender himself to Christopher Childs, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Christopher Childs, of Liskeard, is the Official Assignee, and William Thomas Sobey, of Fowey, is the Solicitor acting in the bankruptcy.

Thomas Snowball, of Hedley, near Stocksfield, in the county of Northumberland, Farmer and Beerhouse Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northumberland, holden at Hexham, on the 21st day of November, 1864, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Priest-poppole-street, Hexham. Mr. John Stokoe, of Hexham, is the Official Assignee, and Mr. William Taylor, of Hexham, is the Solicitor acting in the bankruptcy.

William George, of No. 4, Winders-row, in the parish of Buckland, in Dover, in the county of Kent, an Inspector of Plate Layers on the London, Chatham, and Dover Railway, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Kent, holden at Dover, on the 13th day of November, 1864, is hereby required to surrender himself to Mr. Robert Greenhow, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at twelve o'clock at noon precisely, at the County Court Office, No. 14, Sargate-street, Dover. Mr. Robert Greenhow, of Dover, is the Official Assignee, and Mr. Thomas Fox, of Dover, is the Solicitor acting in the bankruptcy.

William Douglass, of No. 23, Earl-street, Coventry, in the county of Warwick, Ironmonger's Assistant, previously of the Green Dragon Inn, Much Park-street, Coventry aforesaid, licensed Victualler and Ironmonger's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Warwickshire, holden at Coventry, on the 19th day of November, 1864, is hereby required to surrender himself to T. H. Kirby,



Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 15th day of December next, at three o'clock in the afternoon precisely, at the said County Court Office, Coventry. T. H. Kirby, Esq., of Coventry, is the Official Assignee, and Thomas Smallbone, of Coventry, is the Solicitor acting in the bankruptcy.

Thomas Broadish Walford, of Rushmere, in the county of Suffolk, Flour Seller, Shopkeeper, and Beer Retailer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 22nd day of November, 1864, is hereby required to surrender himself to Mr. Charles Pretymann, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Silent-street, Ipswich. The Registrar of the Court is the Official Assignee, and Mr. W. H. Moore, of No. 8, Museum-street, Ipswich, is the Solicitor acting in the bankruptcy.

George Evans, now and for the last six months living with his Mother, Selina Ann Evans, Widow, at Pilot-terrace, Bristol-road, in the city of Gloucester, carrying on business as Builder, Stone and Lime Merchant, at Llanthony-road, Littleworth, in the city of Gloucester, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Gloucester, on the 23rd day of November, 1864, is hereby required to surrender himself to Mr. Frederick Wilton, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at twelve o'clock at noon precisely, at the County Court Office, Gloucester. Mr. Frederick Wilton, of Gloucester, is the Official Assignee, and Mr. P. J. W. Cooke, of Gloucester, is the Solicitor acting in the bankruptcy.

John Simpson, of No. 6, Avon-street, Liverpool, in the county of Lancaster, carrying on business at No. 10, Custom House-arcade, Liverpool aforesaid, Hardware Commission Agent and Dealer in Chains and Anchors, and late a Prisoner for Debt in the Gaol of Lancaster, in the said county, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Lancaster, on the 4th day of November, 1864, and the proceedings thereunder being transferred to the County Court of Lancashire, holden at Liverpool, is hereby required to surrender himself to Henry Hime, Esq., the Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at three o'clock in the afternoon precisely, at the said Court, No. 80, Lime-street, Liverpool. Mr. Henry Hime, of No. 80, Lime-street, Liverpool, is the Official Assignee, and Mr. John Cooper Grevett, of No. 10, Basnett-street, Liverpool, Agent for Mr. James Gardner, of Castle-hill, Lancaster, is the Solicitor acting in the bankruptcy.

Joseph Goodwin, of No. 22, Buttermarket-street, in Warrington, in the county of Lancashire, Bread Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Warrington, on the 21st day of November, 1864, is hereby required to surrender himself to William Nicholson, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 15th day of December next, at one o'clock in the afternoon precisely, at the Office of the said County Court, Bank-street, Warrington. William Nicholson, Esq., of Warrington, is the Official Assignee, and Messrs. Nicholson and White are the Solicitors acting in the bankruptcy.

Robert Jones, now and for the last six months and upwards residing at Tyddyn Steneyn, in the parish of Bryncrees, in the county of Carnarvon, carrying on the trades or businesses of Farmer and Stage Car Proprietor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Carnarvonshire, holden at Pwllheli, on the 19th day of November, 1864, is hereby required to surrender himself to Mr. Owen Owen, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at one o'clock in the afternoon precisely, at the office of the said Registrar, in Pwllheli. Mr. Owen Owen is the Official Assignee, and Mr. Hugh Roberts, of Pwllheli, is the Solicitor acting in the bankruptcy.

Henry Bright, of Yarmouth, in the Isle of Wight, in the county of Hants, late Postmaster, but now out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and at Ryde on the 22nd day of November, 1864, is hereby required to surrender himself to Mr. Frederick Blake, a Registrar of the said

Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at half-past eleven of the clock in the forenoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. Charles Davis, of Lymington, is the Solicitor acting in the bankruptcy.

William Henry Grant, late of Rosetta-cottage, Monckton-street, Ryde, in the parish of Newchurch, in the Isle of Wight, in the county of Hants, Lodging House Keeper and Waiter, but now residing in furnished lodgings, at Nelson-cottage, Monckton-street, Ryde aforesaid, Waiter, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and Ryde, on the 22nd day of November, 1864, is hereby required to surrender himself to Mr. Frederick Blake, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 10th day of December next, at eleven o'clock in the forenoon precisely, at the County Court Office, Quay-street, Newport. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. William Jefferies Beckingsale, of Newport, is the Solicitor acting in the bankruptcy.

James Crump, of Leominster, in the county of Hereford, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Herefordshire, holden at Leominster, on the 21st day of November, 1864, is hereby required to surrender himself to George Thomas Robison, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at two of the clock in the afternoon precisely, at the County Court Office, Leominster. The Registrar of the Court is the Official Assignee, and Mr. John Bedford, of Leominster, is the Solicitor acting in the bankruptcy.

John Harper, for one week residing in a furnished house in Lower Church-lane, near Dudley Port, in the county of Stafford, Journeyman Joiner, previously and for eleven weeks residing in lodgings at Mr. John Edwards, Albert-street, Princes-end, near Tipton, in the aforesaid county of Stafford, Journeyman Joiner, formerly and for about three years of Albert-street, Princes-end, Builder, and during part of the time being a Greengrocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Worcestershire, holden at Dudley, on the 3rd day of November, 1864, is hereby required to surrender himself to Thomas Walker, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 12th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Thomas Walker, Esq., is the Official Assignee, and Alfred B. East, of Birmingham, is the Solicitor acting in the bankruptcy.

Henry Clark, of the Shipping Gazette, on the Strand, at Swansea, in the county of Glamorgan, Licensed Victualer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Glamorganshire, holden at Swansea, on the 21st day of November, 1864, is hereby required to surrender himself to Lewis Morris, Esq., the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve o'clock at noon precisely, at the Townhall, Swansea. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. Henry Morris, of No. 7, Rutland-street, Swansea, is the Solicitor acting in the bankruptcy.

James Halliday, now and for two years last past residing at No. 6, Ivy-street, Birkenhead, in the county of Chester, Provision Dealer, and during the same period carrying on business as a Provision Dealer, in Birkenhead-market, in Birkenhead aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Cheshire, holden at Birkenhead, on the 21st day of November, 1864, is hereby required to surrender himself to James Gill, Esq., a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at eleven of the clock in the forenoon precisely, at the said Court. James Gill, Esq., of Birkenhead, is the Official Assignee, and Mr. William Webb Ward, of Birkenhead, is the Solicitor acting in the bankruptcy.

George See, of Ainsworth, near Bury, in the county of Lancaster, Carter and Carrier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 22nd day of November, 1864, is hereby required to surrender himself to Mr. Thomas Grundy, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at ten o'clock in the forenoon precisely, at the said Court.

Mr. Thomas Grundy, of Bury, is the Official Assignee, and Messrs. Glover and Ramwell, of Bolton, are the Solicitors acting in the bankruptcy.

Samuel Coop, of Woolfold, near Bury, in the county of Lancaster, Wheelwright and Blacksmith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 23rd day of November, 1864, is hereby required to surrender himself to Mr. Thomas Grundy, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at ten o'clock in the forenoon precisely, at the said Court. Mr. Thomas Grundy, of Bury, is the Official Assignee, and Messrs. P. and J. Watson, of Bury, are the Solicitors acting in the bankruptcy.

Joseph Furness, of No. 20, Rock-street, in Bury, in the county of Lancaster, Hat and Cap Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Bury, on the 22nd day of November, 1864, is hereby required to surrender himself to Mr. Thomas Grundy, a Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 8th day of December next, at nine o'clock in the forenoon precisely, at the said Court. Mr. Thomas Grundy, of Bury, is the Official Assignee, and Mr. Robert Crossland, of Bury, is the Solicitor acting in the bankruptcy.

John George Crowe, of East Retford, in the county of Nottingham, Publican, having been adjudged bankrupt by a Registrar of the Court of Bankruptcy, attending at the County Gaol, at Nottingham, on the 15th day of November, 1864, and the adjudication being directed to be prosecuted at the County Court of Nottinghamshire, holden at East Retford, is hereby required to surrender himself to William Newton, a Registrar of the said last-mentioned Court, at the first meeting of creditors to be held before the said Registrar, on the 3rd day of December next, at ten o'clock in the forenoon precisely, at the County Court Office, The Square, East Retford. William Newton, of East Retford, is the Official Assignee, and George Marshall the younger is the Solicitor acting in the bankruptcy.

William Fearnball Coxhead, of Ingatestone, in the county of Essex, Harness Maker, having been adjudged bankrupt by the Registrar attending at Springfield Prison, under a Petition for adjudication of Bankruptcy, filed in the County Court of Essex, holden at Chelmsford, on the 19th day of November, 1864, is hereby required to surrender himself to Mr. Thomas Morgan Gepp, Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 6th day of December next, at eleven o'clock in the forenoon precisely, at the said Court. Mr. Thomas Morgan Gepp, of Chelmsford, is the Official Assignee, and Mr. William Ward Duffield, of Chelmsford, is the Solicitor acting in the bankruptcy.

Thomas George Dawes, of Pearces-street, Newtown, Wednesbury, in the county of Stafford, Draper's Assistant, and formerly a Draper, residing at Wednesbury aforesaid, and previously of Warwick, in the county of Warwick, Draper's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Walsall, on the 23rd day of November, 1864, is hereby required to surrender himself to the Registrar of the said Court, at the first meeting of creditors to be held before the said Registrar, on the 7th day of December next, at twelve o'clock at noon precisely, at the said Court, Walsall. Mr. F. F. Clarke, of Walsall, is the Official Assignee, and Mr. N. Stratton, of Wolverhampton, is the Solicitor acting in the bankruptcy.

Public sittings will be appointed by the Court for the said bankrupts, respectively, to pass their Last Examinations, of which sittings due notice will be given in the London Gazette. At the said first meetings of Creditors the Registrar will receive the Proofs of the Debts of the Creditors, and the Creditors may choose an Assignee or Assignees of the bankrupt's estate and effects. At the public sittings proofs of debts of creditors will also be received, and the said bankrupts will be respectively required to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects and to finish their examinations.

Notice is also hereby given to all persons indebted to any of the said bankrupts, or that have any of their effects, not to deliver the same but to

the Official Assignee whom the Court has appointed in that behalf, and give notice to the Solicitor acting in the bankruptcy.

## The Bankruptcy Act, 1861.

### Notice of Sittings for Last Examination.

William Nelson, late of Hailey, in the county of Oxford, General Dealer, a Prisoner for Debt in the Prison at Oxford, in the county of Oxford, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar of the County Court of Oxfordshire, holden at Oxford, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Samuel Hall, late of Caversham, in the county of Oxford, Publican and Fly Driver, a Prisoner for Debt in the Prison at Oxford, in the county of Oxford, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar of the County Court of Oxfordshire, holden at Oxford, filed in Her Majesty's Court of Bankruptcy, in London, on the 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Charles John Halliday, late of No. 28, Cleveland-square, Hyde Park, in the county of Middlesex, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar of the County Court of Sussex, holden at Petworth, attending at the Gaol at Petworth, and filed in Her Majesty's Court of Bankruptcy in London, on the 20th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Thomas Bennett (otherwise Henry Bennett), late of No. 35, Lavan-street, Liverpool, in the county of Lancaster, Fancy Draper and Shoe Dealer, formerly of London, having been adjudged bankrupt under an adjudication of Bankruptcy, made by a Registrar of the Manchester District Court of Bankruptcy, attending at Manchester Gaol, and filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of June, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 20th day of December next, at the said Court, at Basinghall-street, in the city of London, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Millard, late of the Three Crowns, Tysoe-street, Clerkenwell, in the county of Middlesex, Beer-shop Keeper, but now of No. 3, Brunswick-street, Barnsbury-road, Islington, in the said county, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in forma pauperis), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fon-

blanque, Esq., a Commissioner of the said Court, on the 12th day of January next, at the said Court, at Basinghall-street, in the city of London, at one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Francis Orchard the younger (known and sued as Francis Orchard), formerly of No. 1, Derby-place, Forest-gate, in the county of Essex, and afterwards of Rose-cottage, Forest-gate aforesaid, Clerk to the General Steam Navigation Company, Lombard-street, in the city of London, afterwards of Norfolk-street, Forest-gate aforesaid, afterwards of No. 3, Victoria-terrace, Odessa-road, Forest-gate aforesaid, and now of Norfolk-street, Forest-gate aforesaid, having an Office formerly at No. 40, Mitre-street, Aldgate, and lately at No. 12, Great Swan-alley, Moorgate-street, both in the city of London, Accountant, and Financial and Business Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form *pauperis*), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 12th day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Durling, of No. 38, Devonshire-street, Mile End, and carrying on business at the same time at No. 5, Charles-street, Saint George's-in-the-East, both in the county of Middlesex, Butcher, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form *pauperis*), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 12th day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past one in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Joseph Tylcoat, of No. 14, White Hart-street, Drury-lane, in the county of Middlesex, Furniture Dealer and Collector of Rents, a Prisoner for Debt in the Debtors' Prison for London and Middlesex, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy (in form *pauperis*), filed in Her Majesty's Court of Bankruptcy, in London, on the 24th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 12th day of January next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

John Stevens the younger, of No. 47, Camden-gardens, Bethnal-green-road, in the county of Middlesex, Metal and General Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 16th day of August, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Walter Counsell, late of No. 8, Park-terrace, Regent's-park, in the county of Middlesex, then of No. 24, Beresford-street, Camberwell, in the county of Surrey, and now of No. 18, Charles-street, Manchester-square, in the county of Middlesex, formerly a Confectioner and Wine Merchant,

now Commercial Clerk, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10th day of January next, at the said Court, at Basinghall-street, in the city of London, at two in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Colson and Louis Player Miles, of Perry-vale, Forest-hill, in the county of Kent, Brewers, Coal Merchants, and General Contractors, and Copartners, trading under the style of Colson and Co., the said Louis Player Miles, residing at No. 1, Burton-villas, Sydenham-park, in the same county, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Wild and Barber, of No. 10, Ironmonger-lane, are the Solicitors acting in the bankruptcy.

Thomas Rickets, of No. 5, Chandos-street, Covent-garden, in the county of Middlesex, and Morden-road, Merton, in the county of Surrey, Gas Apparatus Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. Geo. Crafter, of No. 81, Blackfriars-road, is the Solicitor acting in the bankruptcy.

William Mumford and Henry Mumford, both of Church street, Kingston-on-Thames, in the county of Surrey, Boot and Shoe Makers, Copartners, trading under the style or firm of Mumford and Co., having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Wilkinson and Matthews, of No. 8, Cannon-row, Westminster, are the Solicitors acting in the bankruptcy.

William Taylor, of No. 7, Prince Patrick-place, Millwall, out of business, previously of No. 11, Prince Patrick-place, Millwall, both in the county of Middlesex, Grocer and Cheesemonger, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Jacob Troeschel, of No. 1, Providence-place, Vauxhall-bridge-road, in the county of Middlesex, Bread and Biscuit Baker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of

Bankruptcy, in London, on the 27<sup>th</sup> of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Thomas Harris, late of No. 9, Mitre-terrace, Downham-road, Hackney, in the county of Middlesex, Cheesemonger, now of the Raglan Livery Stables, Englefield-road, Southgate-road, in the said county, Foreman to a Livery Stable Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27<sup>th</sup> of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

John Robert North (sometimes known as and sued as John North), of No. 1, Hawthorn-grove, Penge, in the county of Surrey, formerly of No. 38, Manor-street, Clapham-common, in the said county, Commercial Traveller, previously and part of the same time staying at the Angel Inn, Midhurst, in the county of Sussex, at the Fleece Hotel, High-street, Cheltenham, Gloucestershire, at the Bush Hotel, Farnham, in the county of Surrey, at No. 160, Fleet-street, in the city of London, at the George Hotel, Northampton, at the Bedford Hotel, Landport, Portsmouth, Hampshire, at the Bull and George, High-street, Ramsgate, in the county of Kent, and at the Star Hotel, High-street, Southampton, Hampshire, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27<sup>th</sup> of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Edward John Smyth Lee, late of No. 22, Pembroke-place, Pimlico, then of No. 15, Stanley-street, Pimlico, now of No. 16, Grafton-street, Tottenham-court-road, all in the county of Middlesex, Literary Writer, late Editor of the Boys' Miscellany Magazine, and now Editor of the Illustrated Sporting News and Age Newspaper, published at No. 162, Fleet-street, in the city of London, late Resident Author of the New Bower Operetta House, Stangate, in the county of Surrey, and Copartner with Robert Warren in publishing Copyright Novels, and Copartner with Thomas Baker and Frederick Lamb in publishing a Copyright Novel, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

Joseph Swift, formerly of Petersham, in the county of Surrey, then of No. 4, Brunswick-row, Queen's-square, in the county of Middlesex, then and now of No. 16, Drummond-street, Euston-road, in the said county of Middlesex, and during all those periods and now a Professor of Singing, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 27<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his

Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Lawrence, of No. 9, Winterslow place, North Brixton, in the county of Surrey, and Palace Wharf, Lambeth, in the same county, and late also of Lower Fore-street, Lambeth aforesaid, Coal Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee.

William Douglas Parkin, of Malvern-terrace, Kilburn, Builder, late of Elgin-crescent, Notting Hill, and formerly known as William Parkin, of Argyll-street, Regent-street, and Hounslow, all in the county of Middlesex, Attorney, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. A. T. Hewitt, of No. 32, Nicholas-lane, Lombard-street, is the Solicitor acting in the bankruptcy.

David Kirkby Mawer, of Victoria-road, Pimlico, in the county of Middlesex, Upholsterer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 10<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Reed and Phelps, of No. 3, Gresham-street, are the Solicitors acting in the bankruptcy.

William Timms, of No. 4, Crafton-road, Kentish Town, previously of No. 1, Little George-street, Westminster, both in the county of Middlesex, Carman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 12<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at two of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

James New, of North Hyde, Southall, Middlesex, Grocer, part of the time also a Brickmaker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 29<sup>th</sup> day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 12<sup>th</sup> day of January next, at the said Court, at Basinghall-street, in the city of London, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William Charles Haddy Williams, of Croydon, in the county of Surrey, Veterinary Surgeon and Smith, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 12th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Harrison and Lewis, of No. 24, Old Jewry, are the Solicitors acting in the bankruptcy.

William Atkinson, of No. 71, Westbourne-street, Pimlico, in the county of Middlesex, Tailor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 13th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

George Gosden, of Freshwater, Isle of Wight, in the county of Hants, Builder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 25th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 13th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. William Ley, of No. 44, Lincoln's-Inn-Fields, is the Solicitor acting in the bankruptcy.

George Stephen Tovey, late of No. 4, Warden-road, Kentish Town, in the county of Middlesex, Grocer and Provision Merchant, but now of No. 23, Stanford-road, Fulham, in the said county, out of business, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 13th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, London, is the Solicitor acting in the bankruptcy.

William Fortye Millis, of No. 124, Offord-road, Barnsbury, in the county of Middlesex, and at No. 1, Gower-street North, Easton-road, in the said county of Middlesex, Dealer in Bottled Beer and Ales, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 24th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 13th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. F. H. Longley, of No. 25, Moorgate-street, is the Solicitor acting in the bankruptcy.

John Henry, of No. 3, Stratford-place, Hastings, in the county of Sussex, Tailor and Habit Maker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender.

Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Langham and Son, of No. 10, Bartlett's-buildings, Holborn, are the Solicitors acting in the bankruptcy.

Mary Anne Boyle, of No. 74A, New Bond-street, No. 1, The Grove, Hammersmith, Claremont House, Holland-street, Kensington, No. 20, Kensington-crescent, Kensington, No. 23, New Ormond-street, Queen's-square, No. 23, Brunswick Gardens, Kensington, in the county of Middlesex, and part of the time travelling in Europe and Breslau, Silesia, in the Kingdom of Prussia, Engraver, Printer and Publisher, Dealer and Chapman, Spinster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 17th day of October, 1864, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. J. Holt, of John-street, Bedford-row, is the Solicitor acting in the bankruptcy.

James Smeed, of Whitstable, in the county of Kent, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 20th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Duncan and Murton, of No. 13, Southampton-street, Bloomsbury, are the Solicitors acting in the bankruptcy.

Lewis Thompson, formerly of No. 30, Ernest-street, Grange-road, Bermondsey, Surrey, then of Byker Bar, Newcastle-upon-Tyne, then of Ryde, in the Isle of Wight, then of Newport, in the Isle of Wight, then of West Cowes, in the Isle of Wight, then of No. 2, Upper Grange-road, Old Kent-road, Surrey aforesaid, then of No. 14, New Kent-road, Surrey aforesaid, then of No. 18, Battery-terrace, Folkestone, Kent, then of No. 7, Rue de la Jeu de Paume, Boulogne-sur-Mer, in the Empire of France, then of No. 36, Rue Saint Louis, Boulogne aforesaid, then of the Victoria Hotel, Folkestone aforesaid, then of No. 9, Notley-street, Canterbury, Kent, and now of No. 8, Barnsbury-road, Islington, in the county of Middlesex, not in any business or employment, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

William John Blake French, of Wilton, in the county of Wilts, and of West End, near Southampton, in the county of Hants, Surgeon and Apothecary, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. Stocken, of No. 150, Leadenhall-street, is the Solicitor acting in the bankruptcy.

Willie Gunning (commonly known as Willie Cape), of No. 18, Moor-street, Sloane-square, Chelsea, Middlesex, and of No. 5, Royal Crescent, Margate, Kent, Architect and Builder, previously of King-street, in the Island of Jersey, Hotel Proprietor, and formerly of No. 18, Moor-street, aforesaid, and of Rose-lodge, Perry-street, Gravesend, Kent, Architect and Builder, having been adjudged



bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Colin Alexander Milne Grant, of No. 19, Westbourne-park-road, formerly known as No. 10, Elizabeth-terrace, Westbourne-park-road, in the county of Middlesex, late an Inspector in the D Division of Metropolitan Police, but now a Coal Agent, having been adjudged bankrupt under a petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Richard William Reeder, of No. 1, Cleveland-street, Cambridge-road, Bethnal-green, in the county of Middlesex, formerly of No. 9, Walter's-terrace, Cambridge-road aforesaid, carrying on business at No. 3, Essex-street, Three-Colt-lane, Bethnal-green aforesaid, Wheelwright, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

Henry Gans (trading as H. Gans and Co.), of No. 42, Leman-street, Goodman's-fields, in the county of Middlesex, Boot and Shoe Manufacturer and General Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. D. Howell, of No. 156, Cheapside, is the Solicitor acting in the bankruptcy.

Robert Busby, of No. 5, Salmon-lane, in the parish of Limehouse, in the county of Middlesex, Dairyman and Cheesemonger, and also lately carrying on the business of Cowkeeper and Dairyman, at Farrant-terrace, Mary-street, Limehouse aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 26th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. C. V. Field, of No. 40, Ely-place, Holborn, is the Solicitor acting in the bankruptcy.

Frederick Parks, of No. 6, Charles-street, Stepney, in the county of Middlesex, Butcher, having been adjudged Bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London,

on the 25th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. W. W. Aldridge, of No. 46, Moorgate-street, is the Solicitor acting in the bankruptcy.

John George Barton, of No. 75, Old Broad-street, in the city of London, and of Bartholomew-road, Kentish-town, in the county of Middlesex, Metal Broker, having been adjudged bankrupt under a petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy, in London, on the 25th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Messrs. Lawrence, Plews, and Boyer, of No. 14, Old Jewry Chambers, are the Solicitors acting in the bankruptcy.

Thomas Fuller, late of No. 2, Winchester-buildings, Great Winchester-street, in the city of London, Mining Agent and Sharebroker, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy in London, on the 14th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before John Samuel Martin Fonblanque, Esq., a Commissioner of the said Court, on the 17th day of January next, at the said Court, at Basinghall-street, in the city of London, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Herbert Harris Cannan, of No. 36, Basinghall-street, London, is the Official Assignee, and Mr. R. W. Stackpole, of Pinners-hall, Old Broad-street, is the Solicitor acting in the bankruptcy.

Joseph Manning, of No. 34, Bristol-street, Birmingham, in the county of Warwick, Tailor and Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 5th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. H. Wright, of Birmingham, is the Solicitor acting in the bankruptcy.

John Behb, of Frodesley-park, Dorrington, in the county of Salop, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 1st day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 19th day of December next, at the said Court, at Birmingham, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Kinnear, of No. 17, Waterloo-street, Birmingham, is the Official Assignee, and Mr. S. H. Keough, of Shrewsbury, and Messrs. Collis and Ure, of Birmingham, are the Solicitors acting in the bankruptcy.

Richard Woodruffe, of Harlaxton, in the county of Lincoln, Innkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Birmingham District, on the 18th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before George Williams Sanders, Esq., a Commissioner of the said Court, on the 20th day of December next, at the said Court, at the Shirehall, Nottingham, at half-past eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. John Harris, of Low-pavement, Nottingham, is the Official Assignee, and Mr. J. W. Smith, of Nottingham, is the Solicitor acting in the bankruptcy.



James Clutterbuck, of Puck's Hole, Pagan-hill, near Stroud, in the county of Gloucester, Farmer having been adjudged bankrupt under a Judgment Debtor Summons, in Her Majesty's Court of Bankruptcy for the Bristol District, on the 21st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 13th day of December next, at the said Court, at the Guildhall, Bristol, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Abbot and Leonard, of Bristol, are the Solicitors acting in the bankruptcy.

Charles John Frost, of Temple-street, in the city of Bristol, Coachbuilder, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 19th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 12th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Charles Thiek, of Bristol, is the Solicitor acting in the bankruptcy.

Mark Marks, of Saint Mary-street, Cardiff, in the county of Glamorgan, Furniture Broker, Auctioneer and Appraiser, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 20th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 12th day of December next, at the said Court at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Abbot and Leonard, of Bristol, are the Solicitors acting in the bankruptcy.

Alban Hanham, of Briton Ferry, near Neath, in the county of Glamorgan, Market Gardener and Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 22nd day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., a Commissioner of the said Court, on the 13th day of December next, at the said Court, at the Guildhall, at Bristol, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Abbot and Leonard, of Bristol, are the Solicitors acting in the bankruptcy.

George Owen, of Saint David's, in the county of Pembroke, Grocer, Draper, Ironmonger and General Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 13th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. W. Davies, of Haverfordwest, and Messrs. Nalder and Bramble, of Bristol, are the Solicitors acting in the bankruptcy.

John Rawlings, of Wootton Bassett, in the county of Wilts, Cordwainer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Guildhall, Bristol, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is

the Official Assignee, and Mr. W. F. Pratt, of Wootton Bassett, and Mr. J. G. Trenerry, of Bristol, are the Solicitors acting in the bankruptcy.

James William Bowen Thomas, of Abbey-terrace, Llando, in the county of Carmarthen, in the Principality of Wales, in no business or occupation, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Mr. Henry Pook, of London, and Mr. A. Henderson, of Bristol, are the Solicitors acting in the bankruptcy.

John Strange, late of the Spa House, Purton, and of Crickeade, both in the county of Wilts, Boarding-house Keeper and Grocer, since of South Cerney, in the county of Gloucester, Grocer and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Guildhall, Bristol, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Townsend and Ormond, of Swindon, and Mr. A. Henderson, of Bristol, are the Solicitors acting in the bankruptcy.

Mary Ann Board, of St. James' Barton, in the city of Bristol, Cabinet Maker and Upholsterer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Bristol District, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass her Last Examination, and make application for her Discharge, will be held before Matthew Davenport Hill, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at the Guildhall, Bristol, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Alfred John Acraman, of No. 19, St. Augustine's-place, Bristol, is the Official Assignee, and Messrs. Clark and Collins, of Trowbridge, and Mr. A. Henderson, of Bristol, are the Solicitors acting in the bankruptcy.

Thomas John Frankland and Noah John Strickland, carrying on business at Castleton, or elsewhere, in the county of York, as Wood Dealers and Copartners in Trade, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 25th day of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Henry Glaister, of Stokesley, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

Thomas Pickard and William Hindle, both of Leeds, in the county of York, Cloth Manufacturers and Copartners in trade, trading under the style or firm of Pickard and Hindle, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 25th day of October, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. Thomas Simpson, of Leeds, is the Solicitor acting in the bankruptcy.

Joseph Deighton, of Thorner, near Leeds, in the county of York, Builder and Contractor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed

in Her Majesty's Court of Bankruptcy for the Leeds District, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs Maude and Dennis, of Leeds, are the Solicitors acting in the bankruptcy.

John Chappell, of Horbury, in the county of York, Scribbling Miller, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. J. B. Rayner, of Horbury, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Thomas Gibson Smales (otherwise called Thomas Marwood), of Stockton-on-Tees, in the county of Durham, and previously of Boston Spa, in the parish of Bramham, in the county of York, Butcher, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 28th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, of Leeds, are the Solicitors acting in the bankruptcy.

William Whiteley, of Pudsey, in the parish of Calverley, in the county of York, Tanner and Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 1st day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. H. J. Carr, of Leeds, is the Solicitor acting in the bankruptcy.

Matthew Lumb Fearnside, of Huddersfield, in the county of York, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Floyd and Learoyd, of Huddersfield, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

Henry Thomas Watson, of Goole, in the county of York, Merchant and Shipowner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Holden and Sons, and Messrs. Moss and Lowe, of Hull, are the Solicitors acting in the bankruptcy.

Robert Emsley, of Pannal, near Wetherby, in the county of York, Corn Miller and Farmer, Dealer and Chapman, having been adjudged bankrupt under a Petition for adju-

dication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 17th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 8th day of December next, at the said Court, at the Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Waterworth and Wright, of Keighley, and Messrs. North and Sons, of Leeds, are the Solicitors acting in the bankruptcy.

William Mason, of Boston Spa, in the township of Clifford-cum-Boston, in the parish of Bramham, in the county of York, Auctioneer and Assistant Overseer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 28th of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. G. A. and W. Emsley, of Leeds, are the Solicitors acting in the bankruptcy.

John Edward Porter, of Goole, in the county of York, Woollen Draper, Outfitter, and Commission Agent, carrying on business under the style of Porter and Company, as Cattle Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. J. Dalby, of Goole, and Mr. Charles Naylor, of Leeds, are the Solicitors acting in the bankruptcy.

Alexander Henry Wilson, of Leeds, in the county of York, Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 4th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., the Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Messrs. Richardson and Turner, of Leeds, are the Solicitors acting in the bankruptcy.

James Cunliffe, of Goole, in the county of York, and of Liverpool, in the county of Lancaster, Ship Owner, Merchant, Shipping and Commission Agent, and trading at both places under the style or firm of James Fort and Co., having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 11th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 19th day of January next, at the said Court, Commercial-buildings, Leeds, eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Young, of Leeds, is the Official Assignee, and Mr. George England, of Howden, Messrs. Haigh and Deau, of Liverpool, and Messrs. Cariss and Tempest, of Leeds, are the Solicitors acting in the bankruptcy.

William Greenwood and William John Cartwright, of Rawfolds, near Cleckheaton, in the county of York, Cloth Merchants and Copartners, having been adjudged bankrupts under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Leeds District, on the 2nd day of November, 1864, a public sitting, for the said bankrupts to pass their Last Examination, and make application for their Discharge, will be held before Martin John West, Esq., a Commissioner of the said Court, on the 15th day of December next, at the said Court, Commercial-buildings, Leeds, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupts to surrender. Mr. George

Young, of Leeds, is the Official Assignee, and Messrs. Bond and Barwick, of Leeds, are the Solicitors acting in the bankruptcy.

George White, of No. 8, Monk-street, Birkenhead, in the county of Chester, and residing at Willow Cottage, Higher Tranmere, in the said county of Chester, Tailor and Draper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 5th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 14th of December next, at the said Court, at Liverpool, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Evans, Son, and Sandys, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

Richard Crook, of No. 7, Lancaster-buildings, Tithen-street, Liverpool, in the county of Lancaster, Merchant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 5th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Liverpool, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and Messrs. Norris and Son, of Union-buildings, No. 16, North John-street, Liverpool, are the Solicitors acting in the bankruptcy.

Charles Allead, formerly of Saint Alban's, in the township of Everton, in the borough of Liverpool, in the county of Lancaster, now of Holt-hill, in the township of Tranmere, in the county of Chester, and of Clayton-square, in Liverpool aforesaid, Builder and Surveyor, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 7th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Liverpool, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53, South John-street, Liverpool, is the Official Assignee, and J. P. Harris, Esq., of Clayton-square, Liverpool, is the Solicitor acting in the bankruptcy.

Robert Williams, of the town of Llandudno, in the county of Carnarvon, Lodging-house and Beer-house Keeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Liverpool District, on the 4th of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before Henry James Perry, Esq., the Commissioner of the said Court, on the 22nd of December next, at the said Court, at Liverpool, at eleven of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Charles Turner, Esq., of No. 53 South John-street, Liverpool, is the Official Assignee, and Messrs. Evans, Son, and Sandys, of Commerce-court, Lord-street, Liverpool, are the Solicitors acting in the bankruptcy.

Robert Ashworth, of Oswaldtwistle, in the county of Lancaster, Builder, Dealer and Chapman, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 13th of October, 1864, a public sitting for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 23rd day of December next, at the said Court, at Manchester, at eleven in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Wheeler, Dean, and Kendall, of Over Darwen, and Messrs. Cobbett and Wheeler, of Manchester, are the Solicitors acting in the bankruptcy.

Henry Whittaker, of Accrington, in the county of Lancaster, Manufacturer and Yarn Dealer, Dealer and Chapman, having been adjudged bankrupt under a Petition

for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 20th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 19th day of December next, at the said Court, at Manchester, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. John Richardson, of Manchester, is the Solicitor acting in the bankruptcy.

John Lord, of No. 10, New Brown-street, in the city of Manchester, Yarn Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 7th of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 8th day of December next, at the said Court, at Manchester, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. Daniel Boote, of Manchester, is the Solicitor acting in the bankruptcy.

John Robinson, of the city of Manchester, and also of Southport, both in the county of Lancaster, Commission Agent, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 12th day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Mr. James Gardner, of Manchester, is the Solicitor acting in the bankruptcy.

James Kippax, of Rose-grove, Habergham Eaves and Hargreaves Mill, Higher Booths, both in the county of Lancaster, Cotton Manufacturer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in Her Majesty's Court of Bankruptcy for the Manchester District, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 22nd day of December next, at the said Court, at Manchester, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Morgan, Esq., of No. 45, George-street, Manchester, is the Official Assignee, and Messrs. Sale, Worthington, Shipman, Seddon, and Sale, of Manchester, are the Solicitors acting in the bankruptcy.

John Kitson, late of Park-lane, Leeds, in the county of York, Pianoforte Maker, but now of Essex-street, Bradford, Mechanic, in Furnished Lodgings, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Bradford, on the 4th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bradford, on the 9th day of December next, at half-past ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. George Robinson, the Registrar of the said Court, is the Official Assignee, and Mr. William Bowyer Cross, of Bradford, is the Solicitor acting in the bankruptcy.

Edmund Barwell, of Witham, in the county of Essex, Butcher and Greengrocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Essex, holden at Maldon, on the 3rd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Court-house, Maldon, on the 20th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Codd, of Maldon, is the Official Assignee, and Mr. Henry Jones, of Colchester, is the Solicitor acting in the bankruptcy.

Benjamin Rees, of Hafod-terrace, in the town of Swansea, in the county of Glamorgan, carrying on the business of a Wheelwright at Back-lane, at Swansea aforesaid, having been adjudged bankrupt under a Petition for adjudication

of Bankruptcy, filed in the County Court of Glamorgan-shire, holden at Swansea, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Swansea, on the 7th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Lewis Morris, of No. 3, Fisher-street, Swansea, is the Official Assignee, and Mr. Henry Morris, of No. 7, Rutland-street, Swansea, is the Solicitor acting in the bankruptcy.

Henry Morris, of Birchlands Farm, in the parish of Eling, in the county of Southampton, Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Southampton, on the 19th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Southampton, on the 13th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. A. S. Thorndike, of Southampton, is the Official Assignee, and Mr. T. H. Urry, of Ventnor, is the Solicitor acting in the bankruptcy.

Frederick Balls the younger, of Stutton, in the county of Suffolk, Farmer and Shopkeeper, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Ipswich, on the 4th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Shirehall, Saint Helen's, Ipswich, on the 16th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the said Court is the Official Assignee, and Mr. John Orford the younger, of Ipswich, is the Solicitor acting in the bankruptcy.

Henry Willets Neatham, late of Banbury, in the county of Oxford, Clothier's Assistant and Milliner, and now of Newbury, in the county of Berks, Draper's Assistant, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Berkshire, holden at Newbury, on the 29th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Newbury, on the 15th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Joseph Vines, Registrar of the said Court, is the Official Assignee, and Mr. William Henry Cave, of Newbury, is the Solicitor acting in the bankruptcy.

William Rainsford, of Witley, in the county of Surrey, Grocer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Surrey, holden at Godalming, on the 21st day of September, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Townhall, Godalming, on the 9th day of December next, at one of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. William Bridger, of Guildford, Surrey, is the Official Assignee, and Mr. George White, of No. 8, Dame's-inn, Strand, London, and of Guildford, Surrey, is the Solicitor acting in the bankruptcy.

Thomas Williams, of Welchpool, Coal Merchant, having been adjudged bankrupt on the 18th day of August, 1864, at Montgomery Gaol, by the Registrar of the County Court of Montgomeryshire, holden at Welchpool, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Welchpool, on the 15th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Robert Devereux Harrison, Esq., of Welchpool, is the Official Assignee, and Edward Maurice Jones, Esq., of Welchpool, is the Solicitor acting in the bankruptcy.

Jonathan Sandford, of Holmfirth, in the county of York, Innkeeper's Manager, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at Holmfirth, on the 27th day of September, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held before James Stansfeld, Esq., Judge of the said Court, on the 12th day of December next, at the Townhall, in Holmfirth, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to sur-

render. Frederick Robert Jones, Esq., junior, of Huddersfield, is the Official Assignee, and Samuel S. Booth, of Holmfirth, is the Solicitor acting in the bankruptcy.

Joseph White, of Queen-street, West Bromwich, in the county of Stafford, Attorney's Clerk and Registrar of Marriages, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Oldbury, on the 12th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Oldbury, on the 5th day of December next, at ten of the clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Steward Watson, Esq., of Westbromwich, is the Official Assignee, and Henry Jackson, of Westbromwich, is the Solicitor acting in the bankruptcy.

John Evans, of Blackheath, in the parish of Rowley Regis, in the county of Stafford, Charter Master and Doggy, and previously thereto of White-heath, in the said parish of Rowley Regis, in the said county of Stafford, carrying on business in copartnership with John Carter and Samuel Dudley, under the style or firm of Dudley, John Evans, and Co., as Charter Masters, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Staffordshire, holden at Oldbury, on the 21st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court at Oldbury, on the 5th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Steward Watson, Esq., of Westbromwich, is the Official Assignee, and William Shakespeare, of Oldbury, is the Solicitor acting in the bankruptcy.

Samuel Page, of South Normanton, in the county of Derby, Bricklayer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Alfreton, on the 14th day of December next, at one of the clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Philip Hubbersty, of Wirksworth, is the Official Assignee, and Mr. Leech, of Derby, is the Solicitor acting in the bankruptcy.

William Thorpe, now and for these three months past residing at Pye Hill, in the parish of Selston, in the county of Nottingham, Iron Stone Getter and Miner, and for ten years previously thereto residing at Codnor, in the parish of Codnor, in the county of Derby, carrying on business as an Iron Stone Getter, and for one year part of that time carrying on business in copartnership with one John Cator, at the Ormond Colliery, Cupett Green, in Codnor aforesaid, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Alfreton, on the 14th day of December next, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Philip Hubbersty, of Wirksworth, is the Official Assignee, and Mr. J. B. Smith, of Derby, is the Solicitor acting in the bankruptcy.

Joseph Redgate, of Somercotes, in the county of Derby Joiner, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Derbyshire, holden at Alfreton, on the 31st day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Alfreton, on the 14th day of December next, at one o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Philip Hubbersty, of Wirksworth, is the Official Assignee, and Mr. J. B. Smith, of Derby, is the Solicitor acting in the bankruptcy.

Joseph Shipley, of the borough of South Shields, in the county of Durham, Painter and Glazier, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Durham, holden at South Shields, on the 6th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at South Shields, on the 22nd day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Christopher A. Wawn, Esq., of South Shields, is the Official Assignee, and William Brignal, of Durham, is the Solicitor acting in the bankruptcy.

John Yeates, now and for six months last past residing at Saint Paul's-terrace, Belmont-street, Southport, in the county of Lancaster, Schoolmaster, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Lancashire, holden at Ormskirk, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Ormskirk, on the 17th day of December next, at eleven o'clock in the forenoon precisely; the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the Court is the Official Assignee, and Francis Joseph Higginbottom, of Southport, is the Solicitor acting in the bankruptcy.

Joseph Birtles Knight, late of Vernon-street, Stockport, in the county of Chester, Greengrocer and Earthenware Dealer, and late a Prisoner for Debt in the Manchester City Gaol, having been adjudged bankrupt (in formâ pauperis), by a Registrar of the Court of Bankruptcy, attending at the said Gaol, on the 19th day of October, 1864, and the adjudication being directed to be prosecuted in the County Court of Cheshire, holden at Stockport, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the Court House, Vernon-street, Stockport, on the 16th day of December next, at twelve of the clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Henry Coppock, Esq., of Stockport, is the Official Assignee.

Joseph Powell, of Askham Bryan, near York, in the county of York, Tailor and Small Farmer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Yorkshire, holden at York, on the 27th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, in the city of York, on the 17th day of January next, at two o'clock in the afternoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. The Registrar of the said Court is the Official Assignee, and Mr. Joseph Mason, of King-street, Castlegate, York, is the Solicitor acting in the bankruptcy.

William Hurley, of Oxford-road, in the parish of Saint Philip and Jacob, in the city and county of Bristol, Grocer, Tea and Provision Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Gloucestershire, holden at Bristol, on the 1st day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bristol, on the 12th day of December next, at ten o'clock in the forenoon precisely; the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Harley and James Gibbs, Esqrs., are the Official Assignees, and Mr. J. A. Hill is the Solicitor acting in the bankruptcy.

James Wakefield, of Bedminster, in the city and county of Bristol, late Beer-house Keeper and Farmer, and since then a Prisoner for Debt in the Gaol at Bristol, having been adjudged bankrupt (in formâ pauperis), by the Judge of the County Court of Gloucestershire, holden at Bristol, on the 4th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at Bristol, on the 12th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Edward Harley and James Gibbs, Esqrs., are the Official Assignees.

Daniel Orchard, of Cambridge House, George-street, Ryde, in the parish of Newchurch, in the Isle of Wight, in the county of Hants, Lodging House Keeper, Waiter, and Driver, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Hampshire, holden at Newport and Ryde, on the 15th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Town-hall, at Ryde, on the 22nd day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Frederick Blake, of Newport, is the Official Assignee, and Mr. William Jefferies Beckingsale, of Newport, is the Solicitor acting in the bankruptcy.

Henry King Winfield, of the Three Crowns Inn, Bury St. Edmund's, in the county of Suffolk, Pig and Cattle Dealer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Suffolk, holden at Bury St. Edmund's, on the 19th day of October, 1864, a public sitting, for the said bankrupt to

pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Guildhall, Bury St. Edmund's, on the 10th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Thomas Collins, of Bury St. Edmund's, is the Official Assignee, and Mr. William Sturman Walpole, of Beyton, is the Solicitor acting in the bankruptcy.

John Watts, junior, of Wellingborough, in the county of Northampton, late a Shoe Manufacturer, but now a Machinist, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Northamptonshire, holden at Wellingborough, on the 9th day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Corn Exchange, Wellingborough, on the 6th day of December next, at twelve o'clock at noon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. George Hodson Burnham, Esq., of Wellingborough, is the Official Assignee, and Thomas Cook, Esq., of Wellingborough, is the Solicitor acting in the bankruptcy.

Arthur Hare Palmer, of No. 3, Hanover-street, in the city of Bath, a Lieutenant in Her Majesty's Service, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Somersetshire, holden at Bath, on the 29th day of October, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, on the 15th day of December next, at eleven o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Edward George Smith, of Bath, is the Official Assignee, and Mr. Thomas Milton, of Bath, is the Solicitor acting in the bankruptcy.

Henry Joynes, formerly of the town of Nottingham, Dyer, afterwards of Friday-street, in the borough of Leicester, Journeyman Dyer, afterwards of Frog Island, in the borough of Leicester, Dyer, then in partnership with John Woolstenholme, carrying on business at No. 1, Devonshire-street, in the said borough of Leicester, as Dyers, and now of No. 1, Devonshire-street aforesaid, Dyer, having been adjudged bankrupt under a Petition for adjudication of Bankruptcy, filed in the County Court of Leicestershire, holden at Leicester, on the 2nd day of November, 1864, a public sitting, for the said bankrupt to pass his Last Examination, and make application for his Discharge, will be held at the said Court, at the Castle, at Leicester, on the 14th day of December next, at ten o'clock in the forenoon precisely, the day last aforesaid being the day limited for the said bankrupt to surrender. Mr. Thomas Ingram, of Leicester, is the Official Assignee, and Mr. J. W. Smith, of Nottingham, is the Solicitor acting in the bankruptcy.

The first meeting of creditors has been duly held in each of the said bankruptcies, and at the several public sittings above-mentioned Proofs of Debts of creditors who have not proved will be received, and the said several bankrupts will be respectively required to surrender themselves to the said Court, and to submit themselves to be examined, and to make a full disclosure and discovery of all their estate and effects, and to finish their examinations.

Notice is hereby given, that William Dickens and Samuel Fearnlyhough, adjudged bankrupts by Her Majesty's Court of Bankruptcy for the Manchester District, on the 12th day of July, 1864, having passed their Last Examination on the 23rd day of November, 1864, the Court has appointed a public sitting to be held at the said Court of Bankruptcy, at Manchester, before William Thomas Jemmett, Esq., the Commissioner of the said Court, on the 22nd day of December next, at twelve o'clock at noon precisely, for considering the question of granting to the bankrupts an Order of Discharge, when the Assignee or any creditor who has proved may be heard against such Discharge.

Notice is hereby given, that Frederick Insole, of the Royal Oak Inn, in the Southend-street, in the town of Ledbury, in the county of Hereford, Innkeeper, adjudged bankrupt by Her Majesty's Court of Bankruptcy for the Birmingham District, on the 26th day of July, 1864, having passed his Last Examination on the 21st day of November, 1864, the Court has appointed a public sitting to be held at the said Court of Bankruptcy, at Birmingham, before George Williams Sanders, Esq., the Commissioner



of the said Court, on the 21st day of December next, at eleven of the clock in the forenoon precisely, for considering the question of granting to the bankrupt an Order of Discharge, when the Assignee, or any creditor who has proved may be heard against such Discharge.

### The Bankruptcy Act, 1861.

#### Notice of Dividend Meetings.

Meetings of the Creditors of the Bankrupts hereinafter named will be held, pursuant to the 174th section of the said Act, at the times and places hereinafter mentioned: that is to say:

At the Court of Bankruptcy, Basinghall-street, in the city of London, before William Hazlitt, Esq., Registrar.

William Towsey, formerly of the Bedford Hotel, Landport, Portsea, Hants, Hotel Keeper, Cab and Omnibus Proprietor, and part of the same time also keeping the Canute Castle Hotel, in town and county of the town of Southampton, and now of the Canute Castle Hotel, Southampton aforesaid, Hotel Keeper, adjudicated bankrupt on the 19th day of October, 1863. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Charles Edmonds, of Westbourne Cottage, Great Western-road, Paddington, in the county of Middlesex, Contractor, adjudicated bankrupt the 7th day of April, 1864. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Samuel Hazell, of No. 3, Medina-villas, Richmond, in the county of Surrey, Merchant, adjudicated bankrupt on the 3rd day of December, 1862. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Henry Hudson Jacobs, formerly of No. 44, Castle-street, Lodging House Keeper, and Foreman to a Woollen Draper, then and now of Queen-street and Last-lane, all in Dover, Kent, Tailor, Woollen Draper, and Outfitter, adjudicated bankrupt on the 5th day of August, 1864. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Octavius Nash Spong, formerly of Saint George's-terrace, Faversham, Paymaster in Her Majesty's Navy, afterwards of Brooke-street, Margate, but now of No. 3, Silver-street, Greenwich, all in the county of Kent, of no occupation, adjudicated bankrupt on the 11th day of May, 1864. A Dividend Meeting will be held on the 13th day of December next, at eleven o'clock in the forenoon precisely.

Robert Johnston Leeds, of No. 4, Armstrong-terrace, Woolwich-road, New Charlton, in the county of Kent, and of Harrington Saw Mills, Harrington-road, Charlton Pier, in the county of Kent aforesaid, Saw Mill Proprietor and Timber Merchant, adjudicated bankrupt the 25th day of April, 1864. A Dividend Meeting will be held on the 13th day of December next, at twelve o'clock at noon precisely.

James Thomas Hagreen, of Saint Andrew's-street, in the town of Cambridge, in the county of Cambridge, Dentist, adjudicated bankrupt on the 5th day of August, 1864. A Dividend Meeting will be held on the 13th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy, Basinghall-street, in the city of London, before James Rigg Brougham, Esq., Registrar:

Moses Dew, of Gamlingay, in the county of Cambridge, Farmer and Grazier, adjudicated bankrupt on the 8th day of April, 1864. A Dividend Meeting will be held on the 7th day of December next, at one o'clock in the forenoon precisely.

Aurelian White, of No. 66, Cannon-street West, in the city of London, Warehouseman, trading in Copartnership with Thomas Simmons, under the style or firm of Simmons and White, adjudicated bankrupt the 14th day of May, 1862, and Thomas Simmons, of No. 66, Cannon-street West, in the city of London, Warehouseman, trading in copartnership with Aurelian White, under the style or firm of Simmons and White, adjudicated bankrupt on the 15th day of May, 1862, and which adjudications and the proceedings thereunder have since been amalgamated. A Dividend Meeting will be held on the 7th day of December next, at one o'clock in the afternoon precisely.

At the Court of Bankruptcy for the Birmingham District, at Birmingham, before Owen Davies Tudor, Esq., a Registrar:

Edward Chadd Alflatt, of Malvern Link, in the county of Worcester, Architect, Surveyor, and Valuer, adjudicated bankrupt on the 24th day of August, 1863. A Dividend Meeting will be held on the 16th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Birmingham District, at the Shirehall, Nottingham, before Owen Davies Tudor, Esq., a Registrar:

John Sharpe Dawes, of the White Hart Inn, Ashby-de-la-Zouch, in the county of Leicester, Innkeeper and Wine and Spirit Merchant, adjudicated bankrupt on the 5th day of August, 1863. A Dividend Meeting will be held on the 20th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Exeter District, in Queen-street, Exeter, before John Daniel King, Esq., the Registrar:

Emmeline Thomazine Burrow, of Falmouth, in the county of Cornwall, Milliner and Fancy Dealer, adjudicated bankrupt on the 11th day of July, 1864. A Dividend Meeting will be held on the 7th day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Liverpool District, at Liverpool, before a Registrar:

William Lloyd, late of the Railway Hotel, Llanfair Station, in the county of Anglesea, Innkeeper, but now of No. 29, Bright-street, Liverpool, in the county of Lancaster, in no business, adjudicated bankrupt on the 13th day of May, 1864. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

At the Court of Bankruptcy for the Manchester District, at the Athenæum, George-street, Manchester, before David Cato Macrae, Esq., a Registrar:

Edward Royle, Peter Royle, John Royle, Samuel Royle, and Joseph Royle, of Crumpsal-vale, in the county of Lancaster, Bleachers and Dyers, trading in copartnership together under the style of Royle, Brothers, at the same place, adjudicated bankrupts on the 11th day of December, 1863. A Dividend Meeting will be held on the 21st day of December next, at twelve o'clock at noon precisely.

At the Court of Bankruptcy for the Newcastle-upon-Tyne District, in the Royal-arcade, Newcastle-upon-Tyne, before William Sidney Gibson, Esq., Registrar:

John Hine, of Lorton, in the county of Cumberland, and formerly of Whitehaven, in the said county of Cumberland, Miller and Farmer, adjudicated bankrupt on the 17th day of March, 1864. A Dividend Meeting will be held on the 16th day of December next, at twelve o'clock at noon precisely.

At the County Court of Gloucestershire, holden at Bristol, before the Registrar:

Alexander Gerrard Budden, of No. 1, Brighton-place, Copse-road, Clevedon, in the county of Somerset, Baker, Confectioner, and Tea Dealer, adjudicated bankrupt on the 14th day of April, 1864. A Dividend Meeting will be held on the 12th day of December next, at ten o'clock in the forenoon precisely.

At the County Court of Yorkshire, holden at the Registrar's Office, Bond-terrace, Wakefield, before the Registrar:

Reuben Leighton, of Thornes, near Wakefield, in the county of York, Market Gardener, adjudicated bankrupt on the 28th day of July, 1864. A Dividend Meeting will be held on the 10th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Lincolnshire, holden at Bourn, before John Leonard Bell, the Registrar:

Thomas Fairey, of Toft, in the county of Lincoln, Boot and Shoe Maker, adjudicated bankrupt on the 16th day of March, 1864. A Dividend Meeting will be held on the 13th day of December next, at two o'clock in the afternoon precisely.

At the County Court of Yorkshire, holden at Richmond, before James R. Tomlin, Esq., the Registrar:

Thomas Heslop, of Finkle-street, Richmond, in the county of York, Butcher, adjudicated bankrupt on the 10th day of August, 1864. A Dividend Meeting will be held on the 8th day of December next, at ten o'clock in the forenoon precisely.



At the County Court of Cambridgeshire, holden at Ely, before the Registrar:

Robert Carman the younger, of Prickwillow, in the Isle of Ely, and county of Cambridge, Wheelwright and Machine Maker, adjudicated bankrupt on the 18th day of April, 1863. A Dividend Meeting will be held on the 8th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Durham, holden at Hartlepool, before the Registrar:

Nicholas Ganter, of Lynn-street, West Hartlepool, in the county of Durham, Watch Maker, and Dealer in Clocks and Watches, adjudicated bankrupt on the 14th day of July, 1864. A Dividend Meeting will be held on the 6th day of December next, at eleven o'clock in the forenoon precisely.

At the County Court of Shropshire, holden at Clebury Mortimer, before Adam P. Trow, Esq., the Registrar:

Samuel Palmer, of Clebury Mortimer, in the county of Salop, Saddler, adjudicated bankrupt on the 17th day of February, 1863. A Dividend Meeting will be held on the 7th day of December next, at two o'clock in the afternoon precisely.

At the said Meetings the Assignees will, in pursuance of the 174th section of the said Act, submit statements of the Bankrupts' estates recovered and outstanding, and of all receipts and of all payments made or to be made thereout; and the creditors at the said respective meetings will, in pursuance of the said section, declare whether any and what Dividend shall be made, and whether any and what allowance shall be paid to the said Bankrupts respectively. Proofs of Debts will be received, and Creditors who have not proved, or do not then prove, will be excluded the benefit of the Dividend. And all claims not proved will be disallowed.

#### The Bankruptcy Act, 1861.

##### Notice of the Granting of Orders of Discharge.

The Bankrupts hereinafter named have had Orders of Discharge Granted or Suspended as hereinafter mentioned by the several Courts acting in prosecution of their respective Bankruptcies, and such Orders will be delivered to the Bankrupts unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court:

William Jordan, of Victoria-road, Woolston, in the county of Southampton, Butcher, adjudicated bankrupt on the 5th day of September, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 8th day of November, 1864.

George Stanesby, of Chapple-street, Park-walk, Chelsea, in the county of Middlesex, late Livery-stable Keeper and Cab Proprietor, but now of no occupation, adjudicated bankrupt on the 22nd day of July, 1863. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 2nd day of December, 1863.

William Pratt, of March, in the county of Cambridge, Farmer, adjudicated bankrupt on the 15th day of August, 1864. An Order of Discharge was granted by the Court of Bankruptcy, London, on the 26th day of October, 1864.

Thomaas Jones, of Swansea, in the county of Glamorgan, Contractor, and Grocer, Dealer and Chapman, adjudicated bankrupt on the 6th day of August, 1864. An Order of Discharge was granted by the Court of Bankruptcy for the Bristol District at Bristol, on the 4th day of October, 1864.

Robert Nicholson, of Great Driffield, in the East Riding of the county of York, Boot and Shoemaker, adjudicated bankrupt on the 19th day of May, 1863. An Order of Discharge was granted by the County Court of Yorkshire, holden at Great Driffield, on the 21st day of November, 1864.

John Beckett, of Lockey's-yard, Fossgate, in the city of York, Cabinet Maker and Joiner, adjudicated bankrupt on the 26th day of September, 1864. An Order of Discharge was granted by the County Court of Yorkshire, holden at York, on the 8th day of November, 1864.

Peter Harfoot, Bodmin Land, in the parish of St. Ives, near Liskeard, adjudicated bankrupt on the 2nd day of September, 1864. An Order of Discharge was granted by the County Court of Cornwall, holden at Liskeard, on the 15th day of November, 1864.

William Tonkin, of Truro, in the county of Cornwall, Mine Share Broker, adjudicated bankrupt on the 16th day of September, 1864. An Order of Discharge was granted by the County Court of Cornwall, holden at Truro, on the 18th day of November, 1864.

Joseph Gaunt, late of Boston, in the county of Lincoln, Baker and Confectioner and Dealer in Flour and Bread, and now of Gosberton, Baker and Confectioner and Dealer in Flour and Bread, adjudicated bankrupt on the 13th day of September, 1864. An Order of Discharge was granted by the County Court of Lincolnshire, holden at Spalding, on the 16th day of November, 1864.

Thomas Stafford, of Frederic-street, in the borough of Gateshead, in the county of Durham, Contractor, adjudicated bankrupt on the 11th day of October, 1864. An Order of Discharge was granted by the County Court of Durham, holden at Gateshead, on the 21st day of November, 1864.

Thomas Marsh, of Bernard-street, in the town and county of Southampton, Watchmaker and Jeweller, adjudicated bankrupt on the 27th day of September, 1864. An Order of Discharge was granted by the County Court of Hampshire, holden at Southampton, on the 22nd day of November, 1864.

John Kelleway, formerly of Freshwater, Isle of Wight, in the county of Southampton, Grocer, then of Green-lane, Tremere, Birkenhead, in the county of Cheshire, Mariner, Master of the yacht Astarte, at the port of Southampton, and now a Prisoner for Debt in the Borough Gaol, of the town and county of Southampton, adjudicated bankrupt on the 31st day of August, 1864. An Order of Discharge was granted by the County Court of Hampshire, holden at Southampton, on the 22nd day of November, 1864.

John Henry Raven, now lodging at the Bat and Ball Inn, Chiddingfold, in the county of Sussex, out of business, formerly of No. 13, Magdalen-road, Hastings, in the said county, Lodging-house Keeper, adjudicated bankrupt on the 27th day of September, 1864. An Order of Discharge was granted by the County Court of Sussex, holden at Hastings, on the 21st day of November, 1864.

George Kenward, of No. 5, St. Clement's-place, East Ascent, Saint Leonards-on-Sea, and No. 6, Norman-road East, Hastings, both in the county of Sussex, Shoemaker, adjudicated bankrupt on the 19th day of October, 1864. An Order of Discharge was granted by the County Court of Sussex, holden at Hastings, on the 21st day of November, 1864.

Charles Vincett, of No. 29, Saint Andrew's-terrace, Hastings, in the county of Sussex, Butcher, adjudicated bankrupt on the 6th day of October, 1864. An Order of Discharge was granted by the County Court of Sussex, holden at Hastings, on the 21st day of November, 1864.

James Winchester, of Dallington, in the county of Sussex, Huckster, adjudicated bankrupt on the 19th day of October, 1864. An Order of Discharge was granted by the County Court of Sussex, holden at Hastings, on the 21st day of November, 1864.

William Merrill, of Farect, in the county of Huntingdon, Carpenter and Grocer, adjudicated bankrupt on the 10th day of October, 1864. An Order of Discharge was granted by the County Court of Northamptonshire, holden at Peterborough, on the 21st day of November, 1864.

George Chambers, of Langford-road, near Biggleswade, in the county of Bedford, Gardener, adjudicated bankrupt on the 5th day of October, 1864. An Order of Discharge was granted by the County Court of Bedfordshire, holden at Biggleswade, on the 19th day of November, 1864.

John Roberts, of Aynthwll, in the parish of Llanfachreth, in the county of Merioneth, Land Surveyor, adjudicated bankrupt on the 3rd day of September, 1864. An Order of Discharge was granted by the County Court of Merionethshire, holden at Dolgelly, on the 16th day of November, 1864.

Frederick Mills, of Beccles, in the county of Suffolk, Tailor, adjudicated bankrupt on the 27th day of September, 1864. An Order of Discharge was granted by the County Court of Suffolk, holden at Beccles and Bungay, on the 23rd day of November, 1864.

George Frederick Berkeley St. John, of Camden Villa, in the parish of Walcot, in the city of Bath, adjudicated bankrupt on the 27th day of May, 1864. An Order of Discharge was granted by the County Court of Somersetshire, holden at Bath, on the 13th day of October, 1864, after suspension for six weeks from that date.

Edward Voce, late of Mountsorrel, and now of Leicester, both in the county of Leicester, Boot and Shoe Manufacturer, adjudicated bankrupt on the 21st day of September, 1864. An Order of Discharge was granted by the County Court of Leicestershire, holden at Leicester, on the 16th day of November, 1864.

Samuel Good, of Newport, in the county of Monmouth, Furniture Broker, adjudicated bankrupt on the 10th day of August, 1864. An Order of Discharge was granted by the County Court of Monmouthshire, holden at Newport, on the 22nd day of November, 1864.

George Carter, of the Shipwreck Tavern, Griffin-street in the borough of Newport, in the county of Monmouth, Licensed Victualler and Dealer in Tobacco, and Butcher, and formerly of Marshes-road, Newport aforesaid, Beerhouse Keeper, adjudicated bankrupt on the 24th day of October, 1864. An Order of Discharge was granted by the County Court of Monmouthshire, holden at Newport, on the 22nd day of November, 1864.

William Leigh, late of New-street, Strangeways, Manchester, Coachman, and late a Prisoner for Debt in the Manchester City Gaol, adjudicated bankrupt by a Registrar of the Court of Bankruptcy, attending at the said Gaol, on the 15th day of September, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 22nd day of November, 1864.

Mary Ann Howard, late of No. 222, Rochdale-road, Manchester, Provision Dealer, and late a Prisoner for Debt in Her Majesty's Prison at Lancaster, adjudicated bankrupt by a Registrar of the Court of Bankruptcy, attending at the said Prison, on the 13th day of September, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 22nd day of November, 1864.

Isaac Brooke Seddon, late of Eckroyd-street, Manchester, Salesman, and late a Prisoner for Debt in the Manchester City Gaol, adjudicated bankrupt (in formâ pauperis) on the 12th day of October, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 22nd day of November, 1864.

Charles Bolsover, of Didsbury-road, Rusholme, near Manchester, Boot and Shoe Maker, Dealer and Chapman, adjudicated bankrupt on the 10th day of October, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at Manchester, on the 22nd day of November, 1864.

William Bennett, of Widnes Dock, in the county of Lancaster, late a Dairyman and Farmer, but now a Labourer, adjudicated bankrupt on the 7th day of October, 1864. An Order of Discharge was granted by the County Court of Lancashire, holden at St. Helen's, on the 21st day of November, 1864.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 3rd day of August, 1864, by Benjamin Barrett, of Birmingham, in the county of Warwick, out of business, lately carrying on business at Birmingham aforesaid, in Partnership with John Giles, as Electro-Plate Manufacturers, under the firm of Barrett and Giles, did on the 16th day of November, 1864, grant the Discharge of the said Benjamin Barrett; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 22nd day of July, 1864, by John Griffiths, of No. 4, Lower Vauxhall, Tottenhall-road, Wolverhampton, in the county of Stafford, Journeyman Tinner, did, on the 14th day of November, 1864, grant the Discharge of the said John Griffiths; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 25th day of July, 1864, by William Rayson, of No. 22, Hockley Hill, Birmingham, in the county of Warwick, Baker, did, on the 14th day of November, 1864, grant the Discharge of the said William Rayson, and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 5th day of March, 1864, by Mark

Levy, in lodgings in Severn-street, Birmingham, in the county of Warwick, out of business and employment, late of No. 49, Stafford-street, Birmingham, aforesaid, Tailor, Clothier, Dealer, and Chapman, did, on the 14th day of November, 1864, grant the Discharge of the said Mark Levy, and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 28th day of July, 1864, by Anthony Abdy Collins, of Broadway, in the county of Worcester, Tailor, did, on the 21st day of November, 1864, grant the Discharge of the said Anthony Abdy Collins, and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 15th day of August, 1864, by William Thurstans, the elder, of Church Bridge, Oldbury, in the county of Worcester, out of business, did on the 21st day of November, 1864, grant the Discharge of the said William Thurstans, the elder; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 19th day of July, 1864, by William Hobbs, of "The Squirrel" Inn, in the parish of Alveley, in the county of Salop, Innkeeper and Farmer, did, on the 14th day of November, 1864, grant the Discharge of the said William Hobbs; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

**T**HIS is to give notice, that the Court acting in the prosecution of a Petition for adjudication of Bankruptcy, filed in the Birmingham District Court of Bankruptcy, at Birmingham, on the 5th day of July, 1864, by Henry Day, of Stoke-upon-Trent, in the county of Stafford, Grocer and Provision Dealer and Beerhouse Keeper, did, on the 21st day of November, 1864, grant the Discharge of the said Henry Day; and that such Discharge will be delivered to the bankrupt, unless an appeal be duly entered against the judgment of the Court, and notice thereof be given to the Court.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of George Townend, of No. 49, Market-place, in the borough of Kingston-upon-Hull, Butcher, a Bankrupt.

**W**HEREAS at a public sitting of the said County Court, held on the 18th of November, 1864, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Hugh Hunter Parker, of the Borough of Kingston-upon-Hull, Boot and Shoemaker, a Bankrupt.

**W**HEREAS at a public sitting of the said County Court, held on the 18th day of November, 1864, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

In the County Court of Yorkshire, holden at Kingston-upon-Hull.

In the Matter of Charles Wilson, late of No. 66, Sparling-street, Liverpool, in the county of Lancaster, Beerhouse Keeper, a Bankrupt (in formâ pauperis).

**W**HEREAS at a public sitting of the said County Court, held on the 18th day of November, 1864, the Court granted an Order of Discharge to the said bankrupt. Notice is hereby given, that an Order of Discharge will be drawn up and delivered to the said bankrupt, after the expiration of thirty days from this date, unless, in the meantime, an appeal be duly entered against the granting thereof.

**T**HE estates of P. Robertson and Company, Power Loom Cloth Manufacturers, Rutherglen, and Joseph Currie, Power Loom Cloth Manufacturer there, a Partner of the said Firm, as such Partner, and as an Individual, and of the said Joseph Currie and Mrs. Allina McDougall or Robertson, presently residing at Rutherglen, Widow of the late Patrick Robertson, Power Loom Cloth Manufacturer, Rutherglen, the only acting Trustees and Executors of the said deceased Patrick Robertson, as Trustees and Executors aforesaid, and as such, Partners of the said Firm of P. Robertson and Company, were sequestrated on the 21st day of November, 1864, by the Sheriff of the county of Lanark.

The first deliverance is dated 21st November, 1864.

The meeting to elect the Trustee and Commissioners is to be held at twelve o'clock, noon, on Tuesday, the 29th day of November, 1864, within the Faculty of Procurators' Hall, Saint 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 21st day of March, 1865.

A Warrant of Protection against Arrest or Imprisonment for Civil Debt has been granted to the said Joseph Currie and Mrs. Allina McDougall or Robertson, 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.

GALBRAITH and MACLAY,  
169, West George-street, Glasgow, Agents.

**T**HE estates of James M'Nab, Accountant, in Glasgow, a Partner of the late firm of M'Nab and Selkirk, Accountants, in Glasgow, as such Partner, and as an Indi-

vidual, were sequestrated on the 22nd day of November, 1864, by the Sheriff of Lanarkshire.

The first deliverance is dated the 22nd November, 1864.

The meeting to elect the Trustee and Commissioners is to be held in the Hall of the Faculty of Procurators, St. George's-place, Glasgow, upon Friday, the 2nd day of December, 1864, at twelve o'clock noon.

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 22nd day of March, 1865.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

WILLIAM LUCAS, West George-street,  
Glasgow, Agent.

**T**HE estates of Thomas Wagner, Blacksmith, Bell-street, Dundee, were sequestrated on the 21st day of November, 1864, by the Sheriff of Forfarshire.

The first deliverance is dated the said 21st November, 1864.

The meeting to elect the Trustee and Commissioners is to be held at eleven o'clock, forenoon, on Saturday, the 3rd day of December, 1864, within the Royal Hotel, Dundee.

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, 1865.

A Warrant of Protection has been granted to the bankrupt till the meeting for election of Trustee.

All future advertisements relating to this sequestration will be published in the Edinburgh Gazette alone.

ANDREW HENDRY, Writer, Dundee,  
Agent.

*All Letters must be Post-paid and all communications on the business of the London Gazette to be addressed to the Office, No. 45, St. Martin's Lane.*

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