



# The London Gazette.

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WEDNESDAY, NOVEMBER 12, 1845.

AT the Court at *Buckingham-Palace*, the 8th day of *August* 1845,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS the Ecclesiastical Commissioners for England have, in pursuance of an Act, passed in the session of Parliament held in the sixth and seventh years of Her Majesty's reign, intituled "An Act to make better provision for the spiritual care of populous parishes," duly prepared and laid before Her Majesty in Council a scheme, bearing date the fifth day of August, in the year one thousand eight hundred and forty-five, in the words following, that is to say:

"We, the Ecclesiastical Commissioners for England, in pursuance of an Act, passed in the session of Parliament held in the sixth and seventh years of your Majesty's reign, intituled "An Act to make better provision for the spiritual care of populous parishes," have prepared, and now humbly lay before your Majesty in Council, the following scheme, for constituting a separate district for spiritual purposes out of the parish of Whalley, in the county of Lancaster, and in the diocese of Chester.

"Whereas it is by the said Act enacted, that if at any time it shall be made to appear to us, that it would promote the interests of religion, that any part or parts of any parish or parishes, chapelry or chapeltries, district or districts, of great extent,

and containing a large population, and wherein, or in parts whereof, the provision for public worship and for pastoral superintendence is insufficient for the spiritual wants of the inhabitants thereof, or any extra-parochial place or places, or any part or parts thereof, should be constituted a separate district for spiritual purposes, it shall be lawful, by the authority in the same Act provided (that is to say, by a scheme prepared by us, and an Order issued by your Majesty in Council, ratifying such scheme), with the consent of the bishop of the diocese, under his hand and seal, to set out by metes and bounds, and constitute a separate district accordingly, such district not then containing within its limits any consecrated church or chapel in use for the purposes of divine worship, and to fix and declare the name of such district; and it is by the same Act provided, that the draft of any scheme for constituting any such district shall be delivered or transmitted to the incumbent and to the patron or patrons of the church or chapel of any parish, chapelry, or district, out of which it is recommended that any such district, or any part thereof, should be taken, in order that such incumbent, patron, or patrons, may have an opportunity of offering or making to us, or to such bishop, any observations or objections upon or to the constituting of such district; and that such scheme shall not be laid before your Majesty in Council until after the expiration of one calendar month next after such copy shall have been so delivered or transmitted, unless such incumbent and patron or patrons shall, in the mean time, consent to the same; and it is by the same Act also provided, that in

every such scheme for constituting any such district we shall recommend to your Majesty in Council that the minister of such district, when duly licensed according to the same Act, shall be permanently endowed, under the provisions of the same Act, to an amount of not less than the annual value of one hundred pounds; and also, if such endowment be of less than the annual value of one hundred and fifty pounds, that the same shall be increased to such last-mentioned amount at the least, so soon as such district shall have become a new parish as therein provided :

“ And whereas the said parish of Whalley is of great extent, and contains a large population, and the provision for public worship and for pastoral superintendence therein is insufficient for the spiritual wants of the inhabitants thereof; and it has been made to appear to us, that it would promote the interests of religion, that the particular part of such parish hereinafter mentioned and described, such part not at present containing within its limits any consecrated church or chapel in use for the purposes of divine worship, should be constituted a separate district in a manner hereinafter set forth :

“ Now, therefore, we humbly recommend and propose, with the consent of the Right Reverend John Bird Bishop of Chester, in testimony whereof he has signed and sealed this scheme, that all that part of the said parish of Whalley, described in the schedule hereunto annexed,—all which part, together with the boundaries thereof, is delineated and set forth in the map or plan hereunto also annexed,—shall be constituted a separate district for spiritual purposes accordingly; and that the same shall be named, “ The District of Saint Paul, Lane-bridge.”

“ And we further recommend and propose, that there shall be paid by us, in each and every year, to the minister for the time being of the district so recommended to be constituted, when duly licensed according to the said Act, the sum of one hundred pounds; and upon any building within such district, being duly licensed by the bishop of the diocese for the performance of divine service, according to the same Act, there shall be paid by us, in like manner, to such minister, the further sum of thirty pounds, making in the whole the sum of one hundred and thirty pounds; and that so soon as any church or chapel within such district shall have been duly approved by us, and consecrated as the church or chapel of such district, for the use and service of the minister and inhabitants thereof, and such district shall have thereupon become, according to the provisions of the same Act, a new parish for ecclesiastical purposes, there shall be paid by us, in each and every year, to the perpetual curate for the time being of such new parish, the sum of one hundred and fifty pounds; and that the said sum of one hundred pounds, one hundred and thirty pounds, or one hundred and fifty pounds

as the case may be, shall be paid by equal half-yearly payments on the first day of May and the first day of November in each and every year; and that the first such payment, or a proportionate part thereof, shall be made on the first day of May or of November next after the day of the date of the licence of such minister or of such building, or of the consecration of such church or chapel as aforesaid, as the case may be; and that in case a vacancy in the ministry or perpetual curacy of such district or new parish shall happen on any other day than the first day of May or the first day of November, the amount payable shall be duly apportioned between and paid to the minister or the perpetual curate making the vacancy, or his personal representative or representatives, and the minister or the perpetual curate succeeding to such district or new parish.

“ And we further recommend and propose, that nothing herein contained shall prevent us from recommending and proposing any other measures relating to the matters aforesaid, or any of them, in accordance with the provisions of the said Act, or of any other Act of Parliament.

#### “ SCHEDULE.

“ The district of SAINT PAUL, LANE-BRIDGE, being—

“ All that part of the township of Habergham Eaves, in the parish of Whalley, in the county of Lancaster, and in the diocese of Chester, situate on the south eastern side of an imaginary line extending along the middle of the Edenfield and Burnley turnpike road.”

And whereas the draft of the said scheme has been transmitted to the incumbents and to the patrons of the church of the parish and of the church or chapel of the chapelry out of which it is intended that the district therein recommended to be constituted shall be taken, pursuant to the provisions of the said Act; and whereas such incumbents and patrons have respectively consented to the said scheme :

And whereas the said scheme has been approved by Her Majesty in Council; now, therefore, Her Majesty, by and with the advice of Her said Council, is pleased hereby to ratify the said scheme, and to order and direct that the same, and every part thereof, shall be effectual in law immediately from and after the time when this Order shall have been duly published in the London Gazette, pursuant to the said Act; and Her Majesty, by and with the like advice, is pleased hereby to direct, that this Order be forthwith registered by the Registrar of the diocese of Chester.

C. C. Greville.

## South Wales Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize and empower the South Wales Railway Company to make, construct, and maintain certain lines of railway hereinafter described, or some of them, or some part or parts thereof, with all proper approaches, wharfs, landing-places, and other works and conveniences connected therewith, that is to say, a railway, commencing by a junction with the Cheltenham branch of the Great Western Railway, formerly known as the Cheltenham and Great Western Union Railway, at or near the point where the same crosses the turnpike road from Gloucester to Stroud, at Standish, in the county of Gloucester, and terminating by a junction with the line of the South Wales Railway as at present authorized to be made, at or near to the town of Chepstow, in the county of Monmouth; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Standish, Oxlinch, Randwick, Standish-house, Haresfield, Slimbridge, Hurstsages, Stonehouse, Eastington, Framilode, Upper Framilode, Forge, Moreton Valence, Whitminster otherwise Wheatenhurst, Upper Whitminster, Frampton-on-Severn, Saul, Epney, Longney, Arlingham, Overton, Fretherne, Westbury-on-Severn, Stantway, Bollon otherwise Bollow, Chaxley otherwise Chaxhill, Lower Lay otherwise Leigh, Upper Lay otherwise Leigh, Northcot, Rodley, Newnham, Ruddle otherwise Rudhall, Avre, Blakeney, Bledisloe, Hagloe, Etloe otherwise Etloeduchy, Gibbs Hall, Lydney, Allaston, Nass, Newarne, Purton, Aylberton, Alvington, Woolaston, Upper Woolaston, Lower Woolaston, Woolaston-grange, Ashwell-grange, Blaisdon, Tidenham, Beachley, Sedbury, Bishton, Church-end, Webden, Stroat, and Lancut, in the county of Gloucester; Chepstow, Hardwick, Chepstow Castle and Wood, Saint Arvans, and Mounton, in the county of Monmouth; another railway commencing in the hamlet of Wotton Saint Mary, in the parish of Saint Mary de Lode, in the county of Gloucester, at a point adjoining or near to a lane called the Asylum Lane, near where the rails of the Birmingham and Gloucester Railway and of the said Cheltenham Branch of the Great Western Railway cross such line, by a junction with the said Cheltenham Branch Railway, or by an independent terminus there, and to terminate by a junction with the line of the Monmouth and Hereford Railway, as now authorized to be made, according to the plan thereof deposited with the Clerk of the Peace for the county of Gloucester, in the parishes of Westbury-upon-Severn and Blaisdon, in the said county of Gloucester, or one of them, and near to the boundary between such two parishes as defined on the said plan; and a branch railway leading from and out of the last-mentioned intended railway, at a point on or near the west bank of the river Severn, and near to the bridge across the said river called Over Bridge,

in the said county of Gloucester, and terminating in a close of ground called Sizes, in the South Hamlet, in the said county of Gloucester, adjoining or lying near to the Gloucester and Berkeley Canal; and another railway in extension of the said intended railway from Gloucester to the Monmouth and Hereford Railway, commencing at a point on the said last-mentioned intended railway at or near the Grange otherwise Grange Court, in the parish of Westbury-upon-Severn, in the said county of Gloucester, and passing thence to or near the line of the Forest of Dean Railway at Bullo Pill, in the parish of Newnham, in the said county of Gloucester, and terminating in the parish of Awre, in the said county of Gloucester, at or near a place called Hagloe Farm; which said two last-mentioned intended railways and branch railway will pass and be made from, in, through, or into the several parishes, townships, extra-parochial and other places next hereinafter mentioned, or some of them, that is to say, Saint Catherine, Saint Oswald, Saint John the Baptist, St. Aldate, Saint Mary de Lode, Saint Mary de Crypt, Saint Michael, the South Hamlet, Barton Saint Michael, Barton Saint Mary, Wotton Saint Mary, Vill of Wotton, Wotton Saint Catherine, Longford Saint Mary, Longford Saint Catherine, the North-Hamlet, the Town Ham, the Precincts of the Mace, Poole-meadow, Saint Nicholas, Saint-Owens, and Littleworth, all in the city of Gloucester and county of the same city; the South Hamlet, the North Hamlet, the Town Ham, Poole Meadow, Saint Mary de Lode, Saint Catherine, Saint Oswald, Saint Nicholas, Saint Michael, Barton Saint Mary, Barton Saint Michael, Vill of Wotton, Wotton Saint Mary, Wotton Saint Catherine, Longford Saint Mary, Longford Saint Catherine, Kingsholm Saint Mary, Kingsholm Saint Catherine, Barnwood, Hempstead, Tuffley, Upton Saint Leonards, Maisemore, Over, Highnam and Linton, Churcham, Lassington, Huntley, Minsterworth, Blaisdon, Longhope, Westbury-upon-Severn, Adsett, Elton, Rodley, Broadoak, Flaxley, Abinghall, Cleeve, Northwood, Stantway, Bollow otherwise Bolloe, Chaxhill, Lower Ley otherwise Leigh, Upper Ley otherwise Leigh, Northcot, Newnham, Ruddle, Haydon-green, Awre, Blakeney, Bledisloe, Etloe-duchy, Nibley, Netherall, Hagloe, Gibbs Hall, Newland, the Lea Bailey, the Lea Hamlet, and East Dean, all in the county of Gloucester; also certain branch railways leading from and out of the said first mentioned intended line of railway at or near to a place called Brims Pill, on the west bank of the river Severn, in the county of Gloucester, and also at or near to the village of Lydney, in the same county, to the southern extremity of the Forest of Dean branch of the said Monmouth and Hereford Railway, to communicate with certain collieries and works, in the Forest of Dean, and it is proposed to take powers to alter the levels, and to divert, widen, and improve the lines of the railways or tramways, known as the Forest of Dean Railway, and the Severn and Wye Railway, and to abandon certain portions of the said two last-mentioned

railways or tramways, and to make a new railway or railways, in lieu thereof; which said intended branch railways, alterations, diversions, and improvements 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, Lydney, Allaston, Nass, Newarne, Purton, Aylberton, Awre, Blakeney, Bledisloe, Hagloe, Etloe otherwise Etloeduchy, Gibbs-hall, Newnham, Alvington, Hewelsfield, Bream, Saint Paul, East Dean, Her Majesty's Forest of Dean, Saint Briavels, West Dean, Whiteroft, Blakeney Walk, Ruardean Walk, Little Dean Walk, Worcester Walk, York otherwise Park-end Walk, Ruardean, Lea, Newland, Little Dean, Mitcheldean, Christchurch, Miery Stock, Brierly, Moseley-green, Saint John's, Ayleford, Cinderford, Bilson, Holy Trinity, Abinghall, Flaxley, Longhope Upper and Lower, and Blaisdon, in the county of Gloucester; also certain branch railways from and out of the main line of the South Wales Railway as now authorized to be made, that is to say, a branch railway from or near the 67 $\frac{1}{4}$  mile of the said railway, as marked on the plans and sections thereof, deposited with the Clerks of the Peace for the counties of Gloucester, Monmouth, Glamorgan, Carmarthen, and Pembroke, to or near to a certain piece of ground called the Pottery Field, in or near to the town of Swansea, and in the parish of Swansea; and also to or near to a point on the Oystermouth Railway or tramway, at or near a place known as the brewery premises adjoining the highway called the Strand, in the said town of Swansea, and passing from, in, through, or into, or being within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Llangefelach, Clase Higher, Clase Lower, Penderry Higher, Penderry Lower, Parcel Mawr Higher, Parcel Mawr Lower, Morrision, Lansamlet, Lansamlet Higher, Lansamlet Lower, Swansea, Swansea Higher Division, Swansea Lower Division, Swansea Town and Franchise, St. Thomas, and St. John's juxta Swansea, in the county of Glamorgan; also two branch railways from between the 57th and 58th miles of the South Wales Railway, as marked on the plans and sections thereof, deposited as aforesaid, to communicate with the works called the Llanely Copper Works, which last-mentioned branch railways will be wholly situate within the borough hamlet of the parish of Llanely, in the county of Carmarthen; also a branch railway from or from near the 14th mile of the South Wales Railway, as marked on the plans and sections thereof, deposited as aforesaid, to or near to the town of Haverfordwest, and in the parishes of Uzmaston and Prendergast or one of them, and passing from, in, through, or into, or being situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Walton East, Clarbeston, Spittal, Wiston, Ruddaxton, Camrose, Prendergast, Uzmaston, Slebech, Haroldstone St. Issels, Haverfordwest, St. Mary, St. Thomas, St. Martin, North St. Thomas, South St. Thomas, Furzy

Park, and Poorfield otherwise Portfield, in the county of Pembroke, and the town and county of the town of Haverfordwest;

And also a branch railway from or near the 137th mile of the South Wales Railway, as marked on the plans and sections thereof, deposited as aforesaid, to the north side of the New Passage Ferry across the River Severn, in the county of Monmouth, and passing from, in, through, or into, or being within the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say), Portskevet, Saint Pierre, and Sandbrook otherwise Sudbrook, in the county of Monmouth.

And it is intended, in and by the said Act or Acts, to apply for powers to enable the South Wales Railway Company to make and maintain one or more dock or docks, and basin or basins, with all necessary wharfs, works, and conveniences connected therewith, on certain lands, being part of the said close of ground called Sizes, and part of a close or piece of ground called the Coggins, both in the South Hamlet, in the said county of Gloucester; and to supply the same with water from the river Severn, and from the Gloucester and Berkeley Canal, or one of them, the waters of which said canal are supplied from the river Severn, the river Frome, and the Stroud-Water Canal.

And it is also intended, by the said Act or Acts, to authorize and empower the South Wales Railway Company to abandon the formation of certain portions of their said railway, and the branch railway therefrom, as at present authorised to be made, and to make other and new lines of railway in lieu thereof; one portion of such railway so to be abandoned, and of such new railway so to be made in lieu thereof, commencing at or near to the 81st mile on the South Wales Railway, as marked on the plans and sections deposited as aforesaid, and terminating at or near to the 99th mile on the said plans and sections; and which new and substituted line of 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, Lantrissaint, Caergawanaf, Miskin, Town otherwise Town-hamlet, Gellywion, Llanharry, Llanilid, Llanharran, Llandyfudwg otherwise Eglwys Glyn Ogwr, Coychurch otherwise Eglwys Llangrallo, Coychurch Higher, Coychurch Lower, Pencoed, Peterston-super-Montem otherwise Capel Lanbad, Llangeinor, Saint Brides Minor otherwise Llan-saintfred, Ynisawdre, Coyty, Coyty Higher, Coyty Lower, otherwise Oldcastle, Bridgend, Trenewydd otherwise Newcastle, Trenewydd Upper, Trenewydd Lower, Bettws, Bettws Upper, Bettws Lower, Lalestone, Lalestone Higher, Lalestone Lower, Tythegston, Tythegston Higher, Tythegston Lower, Newton Nottage, Newton, Pyle, Kenfig otherwise Mawdlam, Skerr, Margam, Hafod-y-poth, Brombil, Trissaint, Llangonoyd otherwise Llangynwyd, Llangonoyd Higher, Llangonoyd Middle, Llangonoyd Lower, Cwmdru and Baidan, in the county of Glamorgan; another portion of such railway so to be abandoned, and of such new railway so to be substituted, com-

mencing at or near to the 62nd mile of the South-Wales Railway, as marked on the plans and sections thereof, deposited as aforesaid, and terminating at or near the 68th mile on the said plans and sections; and which new and substituted line of 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, Swansea, Swansea Higher Division, Swansea Lower Division, Swansea Town and Franchise, Saint Thomas, Saint John's juxta Swansea, Llangefelach, Clase Higher, Clase Lower, Penderry Higher, Penderry Lower, Parcel Mawr Higher, Parcel Mawr Lower, Morriston, Lansamlet, Lansamlet Higher, Lansamlet Lower, and Castel Lluchwr otherwise Lougher, in the county of Glamorgan; another portion of such railway so to be abandoned, and of such new railway so to be substituted, commencing at or near to the 40½ mile on the South Wales Railway, as marked on the plans and sections thereof, deposited as aforesaid, and terminating at or near to the 49th mile on the said plans and sections; and which new and substituted line of railway will pass from, in, through, or into, or be situated within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kidwelly, Saint Mary, Saint Thomas, Saint Michael, Maesgwenllyan, Kidplwydd, Ciffeithy, Pen-gwrn, Lechdunny, Forening, Llangadog, Penbre otherwise Pembrey, Capel Llandurrry, Llan, Pendryn, Llangyndeyrn, Blyne, Terraced, Cilcraw, Glyn, Gwempha, Llan Ishmael otherwise Saint Ishmael, Llan Saint, Iscoed, Treforris, Ystrad, Broadley, Hall, Llanstephan, Llangain, Llandyfaelog, Cilymarch, Iscoed, Kidplwydd, Yscyborfawr, Llandeveylog, Molfre, Yddole, Cloygin, Llangynor, Upper Llangynor, Lower Llangynor, Llandre, Velindre, Coedgaing, Penycum, and Penddaylun, Carmarthen, Saint Peter, Saint David, and Llanllwch, in the county of Carmarthen; Saint Peter and New Church, otherwise Castle-green, in the county of the borough of Carmarthen; another portion of such railway so to be abandoned, and of such new railway so to be substituted, commencing at or near the 34½ mile on the South Wales Railway, as marked on the plans and sections thereof deposited as aforesaid, and terminating at or near the 36th mile on the said plans and sections; and which new and substituted line of 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, Mydrim, Merthyr, Llanfihangel Abercywyn, and Llangynog, in the county of Carmarthen; and another portion of such railway so to be abandoned, and of such railway so to be substituted, commencing at or near the 14½ mile on the Monmouth branch of the South Wales Railway, as marked on the plans and sections thereof, deposited as aforesaid, and terminating at the 16th ½ mile on the said plans and sections; and which new and substituted line of railway will pass from, in, through, or into, or be situated within the several parishes,

townships, and extra-parochial or other places following, or some of them, that is to say, Landdenny, Usk, Gwerhelog, Langeview, Llanllowel, Llantrisant, Lanbaddock, Langibby, and Tredonock, in the county of Monmouth.

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

And it is also intended, by such Act or Acts, to take powers for the purchase of land and houses, by compulsion or agreement, for the purposes of the said intended works, and for levying tolls, rates, and duties in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties as to the South Wales Railway Company may seem meet.

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

And, by the said intended Act or Acts, it is further proposed to enable the Severn and Wye Railway and Canal Company to sell or let to the South Wales Railway Company the Severn and Wye Railway and Canal, or any part thereof, and all or any of the works, property, rights, powers, and privileges of the said Severn and Wye Rail-

Way and Canal Company in connection therewith, upon such terms as may be mutually agreed on; and to enable the South Wales Railway Company to purchase or rent, and to use, exercise, and enjoy the same, as well as all claims, if any, to a participation in the tolls, rates, duties, profits or advantages arising thereout or therefrom, or connected therewith, and also to alter or increase the tolls, rates, and duties now payable upon or in respect of the said Severn and Wye Railway and Canal, and to vary or extinguish all existing rights and privileges connected with or arising out of the same; and for the purposes aforesaid it is also proposed to alter and amend, so far as may be necessary, the powers and provisions of several Acts passed respectively, in the 49th, 50th, 51st, and 54th years of the reign of King George the Third, and in the 3d year of the reign of King George the Fourth, relating to the said Severn and Wye Railway and Canal Company, or some of them.

And it is also intended, by such Act or Acts, to enable the South Wales Railway Company to purchase or take a lease of a railway or railways intended to be made from Tenby and Saundersfoot to the South Wales Railway, and also from Milford-haven and Haverfordwest to the South Wales Railway, and also from, or from near the town of Neath, to or near to the town of Merthyr Tydfil, and also from, or from near Hereford, to join the last mentioned intended railway at or near Merthyr Tydfil aforesaid, and also from the city of Gloucester to the Forest of Dean, and to join the said hereinbefore first-mentioned intended railway, and also from, or from near the Llynvi Iron and Coal Works, to the South Wales Railway, and also the Duffryn Llynvi and Porth Cawl Railway, or any or either of them, or any part thereof, and to raise and contribute funds for or towards the construction and maintenance thereof, and to exercise such powers as may be deemed expedient in relation thereto, and also to enable the company or companies, who are or may be incorporated for the purposes of executing such last-mentioned railway or intended railways respectively, or any part thereof, so to sell or let the same to the South Wales Railway Company.

And it is further intended, by such Act or Acts, to enable the South Wales Railway Company to sell, or let, and transfer all or any of the railways, branch railways, and works hereinbefore-mentioned, or any part or parts thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the Great Western Railway Company, or any other company or companies or persons, and also to sell, or let, and transfer the dock or docks, basin or basins, and the works connected therewith, or any of them, or any part thereof, with all or any powers of the said company in connection therewith, or in relation thereto, to the Gloucester and Berkeley Canal Company, and to enable the said Gloucester and Berkeley Canal Company to purchase, or rent, or construct the works which may be so sold, or let, or transferred to them, and to exercise such powers, or any of them, and also to raise and contribute

funds for or towards the construction, maintenance, and use of the said intended works, and generally to enable the said companies respectively to enter into, confirm, and carry into effect such arrangements in reference thereto as may be, or have been, mutually agreed on between them.

And it is intended by the said Act or Acts to extend the powers and provisions, or some of them, contained in the several Acts of Parliament passed for making and maintaining the said Gloucester and Berkeley Canal to the docks, basins, and works connected therewith proposed to be made as aforesaid.

And it is further intended, for the purposes aforesaid, to alter, amend, and enlarge, so far as may be necessary, the provisions of the following Acts passed in the several sessions of Parliament after-mentioned, relating to the said Gloucester and Berkeley Canal, namely, an Act passed in the thirty-third year of the reign of King George the Third, an Act passed in the thirty-seventh year of the same reign, an Act passed in the forty-fifth year of the same reign, an Act passed in the fifty-eighth year of the same reign, an Act passed in the third year of the reign of King George the Fourth, an Act passed in the sixth year of the same reign, an Act passed in the second and third years of King William the Fourth, and an Act passed in the fourth year of the same reign; and also of the following Acts relating to the said Duffryn Llynvi and Porth Cawl Railway, that is to say; An Act passed in the sixth year of the reign of King George the Fourth, another Act passed in the tenth year of the same reign, and another Act passed in the third year of the reign of Her present Majesty.

And it is also intended, by such Act or Acts, to repeal, alter, vary, extend, and enlarge the powers and provisions of the South Wales Railway Act 1845.

And notice is hereby further given, that maps or plans and sections of the said intended railways and branch railways, deviations, alterations, docks, basins, and other works hereinbefore referred to, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and with the Clerk of the Peace for the city of Gloucester and county of the same city, at his office in Gloucester; and with the Clerk of the Peace for the county of Monmouth, at his office in Usk; and with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and with the Clerk of the Peace for the county of Carmarthen, at his office in Llandovery; and with the Clerk of the Peace for the county of the borough of Carmarthen, at his office in Carmarthen; and with the Clerk of the Peace for the county of Pembroke, at his office in Haverfordwest; and with the Clerk of the Peace for the town and county of the town of Haverfordwest, at his office.

in Haverfordwest; and that a copy of so much of the said maps or plans, sections and books of reference, as relates to each of the parishes in or through which the said intended railways, and other works hereinbefore mentioned, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerk of each of such parishes, at his residence.

*W. O. and W. Hunt.*

10, Whitehall, November, 1845.

Midland Railway, Syston and Peterborough Deviations and Branches.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, intituled, "An Act to empower the Midland Railway Company to make a branch from the said Railway near Syston, in the county of Leicester, to the city of Peterborough," and to enable the Midland Railway Company to make certain alterations or deviations in and branches from the line of the Syston and Peterborough Railway hereinafter mentioned, or some of them, or some part or parts thereof, and to make and maintain certain new lines of railway hereinafter mentioned, or some of them, or some part or parts thereof, within the parishes, townships, and extra-parochial or other places hereinafter mentioned, or some of them, in lieu of those parts of the original line of the said railway so proposed to be altered; that is to say, one of such deviations, or new lines of railway, commencing on the line of the said Syston and Peterborough Railway, as authorized to be made by the said recited Act, in a field numbered 25 on the plan of the said railway referred to in the said Act, and being in the parish of Brooksby, in the county of Leicester, passing thence in or through the several parishes, townships, and extra-parochial or other places of Brooksby, Rotherby, Hoby, Hoby-new-Fields, Brooksby and Hoby-new-Fields, and Frisby-on-the-Wreak, or some of them, in the county of Leicester, and terminating, on the line of the said Syston and Peterborough Railway, in a field numbered 16 on the said plans of the said railway, and being in the parish of Frisby-on-the-Wreak, in the said county of Leicester; another of such deviations, or new lines of railway, commencing on the line of the said Syston and Peterborough Railway in a field numbered 69 on the said plans of the said railway, in the parish of Melton Mowbray, in the county of Leicester, passing thence in or through the several parishes, townships, and extra-parochial or other places of Melton Mowbray, Burton Lazars, Freceby otherwise Fretherby, Brentingby-cum-Wyfordby, Brentingby otherwise Brentenby, Wyfordby otherwise Wyverby, Thorpe Arnold otherwise Thorpe Ernold, Saxby, Stapleford otherwise Stableford, Wymondham otherwise Womandham, Purley, and Edmondthorpe, or some of them, in the county of Leicester; Teigh, Whissendine, Langham and Ashwell, or some of them, in

the county of Rutland; and terminating on the line of the said Syston and Peterborough Railway either in a field numbered 6 on the said plans, in the parish of Whissendine, in the county of Rutland, or in a field numbered 41 on the said plans in the parish of Ashwell, in the county of Rutland; or otherwise commencing in the said field numbered 69 in the parish of Melton Mowbray aforesaid, passing thence in or through the several parishes, townships, and extra-parochial or other places of Melton Mowbray, Burton Lazars, Brentingby-cum-Wyfordby, Brentingby otherwise Brentenby, Wyfordby otherwise Wyverby, Thorpe Arnold otherwise Thorpe Ernold, and Stapleford otherwise Stableford, or some of them, in the said county of Leicester; Teigh, Whissendine, Langham and Ashwell, or some of them, in the said county of Rutland; and terminating on the line of the said Syston and Peterborough Railway in the said field numbered 41 in the parish of Ashwell aforesaid; and another of such deviations or new lines of railway commencing on the line of the said Syston and Peterborough Railway in a field numbered 46 on the said plans in the parish of Oakham, in the county of Rutland, passing thence in or through the several parishes, townships, and extra-parochial, or other places, of Langham, Barleythorpe, Oakham, Oakham Deanshold, Oakham Deanshold with Barleythorpe, Oakham Lordshold otherwise Oakham Lordshold with Leigh Fields, Burley otherwise Burley-on-the-Hill, Egleton, Brooke, and Gunthorpe, or some of them, in the said county of Rutland; and terminating on the line of the said Syston and Peterborough Railway, in a field numbered 129 on the said plans, in the parish of Oakham, and county of Rutland aforesaid: And another of such deviations, or new lines of Railway commencing on the line of the said Syston and Peterborough Railway in a field numbered 3 on the said plans, in the parish of Easton, in the county of Northampton, passing thence in or through the several parishes, townships, and extra-parochial, or other places of Easton, in the county of Northampton, All Saints' Stamford, and Uffington, or one of them, in the parts of Kesteven, in the county of Lincoln; Saint Martin's Stamford Baron, Wothorpe, Pilsgate, Scuthorpe, Barnack otherwise Barnack with Pilsgate and Southorpe, Bainton, Ashton, and Ufford otherwise Ufford cum Bainton with Ashton, or some of them, in the soke or liberty of Peterborough, in the said county of Northampton; and terminating on the line of the said Syston and Peterborough Railway in a field numbered 20 on the said plans, in the parish of Ufford otherwise Ufford-cum-Bainton with Ashton, in the soke or liberty of Peterborough, and in the county of Northampton aforesaid; and one of the said intended branches, commencing by a junction with the line of the said Syston and Peterborough Railway, in a field numbered 10 on the said plans, in the parish of Syston, in the county of Leicester, passing wholly within the said parish of Syston, and terminating by a junction with the line of the Midland Railway in the parish of Syston and county of Leicester aforesaid; and the other of the said intended branches com-

mening in the said parish of Barnack otherwise Barnack with Pilsgate and Southorpe, by a junction with the line of the said Syston and Peterborough Railway. or of the said last-mentioned intended deviation therefrom, if the same shall be sanctioned by Parliament, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Pilsgate, Southorpe, Barnack otherwise Barnack with Pilsgate and Southorpe, Walcot, Bainton, Ashton, Ufford otherwise Ufford-cum-Bainton with Ashton, Whittering otherwise Whittering, Thornhaugh, Upton, Ailworth, Sutton, Castor otherwise Castor with Upton Ailworth and Sutton, Stibbington Wansford and Stibbington cum Wansford, or some of them, in the soke or liberty of Peterborough, in the county of Northampton; Yarwell, Nassington, Sulehay otherwise Old Suley-hay otherwise Old Sewley, Stibbington cum Wansford and Sibson, and Whittering otherwise Whittering, or some of them, in the county of Northampton; and Sibson, Stibbington, Sibson cum Stibbington otherwise Sibson cum Stibbington with Wansford, Stibbington cum Wansford and Sibson, Wansford, and Elton, or some of them, in the county of Huntingdon, and terminating by a junction with the line of the Northampton and Peterborough Branch of the London and Birmingham Railway, in the parish of Elton, and county of Huntingdon aforesaid: And it is also intended by such Act or Acts to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended deviations or alterations and branches, or any of them: And it is also intended by such Act or Acts to enable the said Midland Railway Company to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties: And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said intended works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And notice is hereby further given, that maps, or plans and sections of the said intended deviations or alterations and branches and works, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Leicester, at his office in Leicester; with the Clerk of the Peace for the county of Rutland, at his office in

Oakham; with the Clerk of the Peace for the county of Northampton, at his office in Northampton; with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office in Sleaford; with the Clerk of the Peace for the soke or liberty of Peterborough, at his office in Peterborough, and with the Clerk of the Peace for the county of Huntingdon, at his office in St. Ives; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended deviations and alterations and branches respectively are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively at their respective residences.—Dated this first day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to obtain an Act to alter and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and controul and regulate the powers of leasing, and the application of the rents and profits of the estates and property belonging to the Master and Brethren of the Hospital of Saint Mary the Virgin, in Westgate, within the town and county of Newcastle-upon-Tyne, such estates and property being situate in the parish of Saint Nicholas, and in the several parishes or parochial chapelries of Saint John, Saint Andrew, Saint Peter, and All Saints, or some or one of them, in the town and county of Newcastle-upon-Tyne; and in the several parishes of Saint Nicholas, Stamfordham, Newburn, and Bolam, and the parish or parochial chapelry of Saint Andrew, or some or one of them, in the county of Northumberland, and in the parishes of Gateshead and Wickham, or the one of them, in the county of Durham; and also to authorize the sale, exchange, or mortgage of all or any of the said estates, and the purchase of others in lieu thereof, and the granting of building or other leases of certain parts of the charity estates, and the enfranchising of certain parts thereof now on lease for lives, or for a term of years, upon such terms, and at such fines or reserved rents, as may be deemed proper, according to the provisions of a scheme of the High Court of Chancery; and generally to carry into effect the provisions of the said scheme.—Dated this 5th day of November 1845.

*John Clayton, Town Clerk,  
Newcastle-upon-Tyne,* } Solicitors.  
*Joseph Parkes, 21, Great  
George-street, Westminster,  
Solicitor to the Attorney-General in charity  
matters.* }

**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 or Bills to incorporate a company or companies, for the purpose of making and maintaining a railway, with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, commencing in the parish of Dorking otherwise Darking, in the county of Surrey, at or near to a certain public highway leading from the town of Dorking towards Denbies, and near the Gas works there, and passing thence from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Dorking otherwise Darking, The Holmwood, Ewhurst, Abinger, Westcote otherwise Westcott otherwise Westcote otherwise West Gate, Milton, Wotton otherwise Wotten otherwise Wootton otherwise Wootten, Leigh otherwise Lye otherwise Lei, Buckland, Betchworth otherwise Beachworth otherwise Bechworth otherwise Beechworth, West Betchworth otherwise West Beachworth otherwise West Bechworth otherwise West Beechworth, East Betchworth otherwise East Beachworth otherwise East Bechworth otherwise East Beechworth, Brockham, Newdigate otherwise Nudigate otherwise Nudgate, Charlwood, Park Hurst, Park Hatch, Park Gate, the Chapelry of Oakwood otherwise Okewood otherwise Oakwood Hill otherwise Okewood Hill, Ockley otherwise Oakley otherwise Stone-street, Capel otherwise Capell otherwise Caple, or some of them, in the said county of Surrey; and Rusper otherwise Ruspar, Rudgwick otherwise Ridgwick, Warnham, Kingsfold, Roughbrook otherwise Roughook otherwise Rowhook, Shortfield, Horsham, Southwater, Sullington, Slingfold otherwise Slingfold otherwise Slindfold, Saint Leonards, Itchingfield otherwise Ichingfield, Shipley, Nuthurst, Loxwood, Billinghurst otherwise Billingshurst, Adversane otherwise Adversane otherwise Hertfordsherne otherwise Hadfortsherne, West Grinstead otherwise West Grinsted, Cowfold, Shermanbury, Henfield, Ashington Bunton, Ashurst, Ashurst otherwise Ashurst near Steyning, Woodmancote, Blackstone, Beeding, Upper Beeding otherwise Seale Beeding otherwise Seele Beeding otherwise Seale otherwise Seele, Lower Beeding otherwise Seale Beeding otherwise Seele Beeding otherwise Seale otherwise Seele, Findon, Wiston, Steyning, Bramber, Edburton otherwise Edgburton otherwise Egburton, Bottolphins otherwise Botolphins otherwise Buttolphins otherwise Butolphins otherwise Saint Botolphins, Erringham, Coombs otherwise Coombs otherwise Combes otherwise Combs, Sompting, Lancing, North Lancing, South Lancing, Broadwater, Worthing, West Tarring, Heene, Shoreham, Old Shoreham, New Shoreham, Kingston otherwise Kingston by Sea otherwise Kingston Bowsey otherwise Kingston Bucey otherwise Kingston Busey, Southwick, Portslade, Hangleton, Aldrington otherwise Atherington, Blatchington otherwise Bletchington otherwise West Blatchington otherwise West Bletchington, Preston otherwise Bishop's Preston, Hove, Brighthelmstone otherwise Brighthelmston otherwise Brighton, or some of them, in the county of

Sussex; and terminating at or near to a certain street or place called "The Western Road," in the parish of Hove, in the borough of Brighthelmstone otherwise Brighthelmston otherwise Brighton, in the said county of Sussex.

And also for the purpose of making and maintaining a branch or extension railway with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, diverging from and out of the said intended main line of railway at or near a certain point on the north side of the Shoreham Branch of the London and Brighton Railway, opposite to certain bonding ponds belonging to William Pennington Gorrington, in the said parish of Kingston otherwise Kingston by Sea otherwise Kingston Bowsey otherwise Kingston Bucey otherwise Kingston Busey, and terminating on the eastern branch of the harbour of New Shoreham otherwise Shoreham Harbour, at or near to a certain place called the Half Tide Quay, of the said William Pennington Gorrington, in the said parish of Kingston otherwise Kingston by Sea otherwise Kingston Bowsey otherwise Kingston Bucey otherwise Kingston Busey, and Southwick, or one of them; and which said branch or extension railway will pass from, in, through, or into the said several parishes, of Kingston otherwise Kingston by Sea otherwise Kingston Bowsey otherwise Kingston Bucey otherwise Kingston Busey, and Southwick, or one of them.

And also for the purpose of making and maintaining another branch or extension railway, with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, diverging from and out of the said intended main line of railway, commencing near the road leading to Southwick-street, in the said parish of Southwick, and terminating on the eastern branch of the said harbour, at or near the said place called the Half Tide Quay; and which last-mentioned branch or extension railway will pass from, in, through, or into the said several parishes of Kingston otherwise Kingston by Sea otherwise Kingston Bowsey otherwise Kingston Bucey otherwise Kingston Busey, and Southwick, or one of them.

And also for the purpose of making and maintaining another branch or extension railway, with all proper stations, works, communications, approaches, and other conveniences connected therewith, commencing by a junction with and continuation of the said intended main line of railway in respect of which this notice is given, at or near to the said public highway, leading from the town of Dorking aforesaid towards Denbies, and near the said Gas works, in the parish of Dorking otherwise Darking aforesaid, and passing thence from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Dorking otherwise Darking, Westhumble otherwise Wisthumble otherwise Westomble otherwise Wistomble, Mickleham otherwise Mickelham otherwise Littleburgh, Headley otherwise Hedley, Patchenham otherwise Patchesam otherwise Patersham otherwise Patercham

Leatherhead otherwise Leatherhed otherwise Letherhed otherwise Letherhead, Fetcham, Great Bookham, Little Bookham, Effingham, Stoke De Abernon otherwise Stoke D'Abernon otherwise Stoke De Alborne, Cobham, Oakshot otherwise Ockshot, Maldon otherwise Malden otherwise Mauldon otherwise Maulden, Chessington otherwise Chessingdon, Ashtead otherwise Ashstead otherwise Ashsted otherwise Ashted, Horton, Woodcot otherwise Woodcote, Epsom otherwise Ebbisham, and Ewell, or some of them, in the said county of Surrey; and terminating by a junction with the Croydon and Epsom Railway now in the course of formation, in the said parish of Epsom otherwise Ebbisham.

And also for the purpose of making and maintaining a main branch railway from and out of the said intended main line of railway hereinbefore mentioned, and in respect of which this notice is given, with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, commencing at or near to a certain place or farm called Stammerham, in the said parish of Horsham, and proceeding thence from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following, that is to say, Horsham, Southwater, Slingfold otherwise Slingfold otherwise Slindfold, Itchingfield otherwise Ichingfield, Shipley, Wisborough Green, Loxwood, Billingham otherwise Billingshurst, Adversane otherwise Adversane otherwise Hertfordsherne otherwise Hadfortsherne, Kirdford, Rudgwick otherwise Ridgwick, Warminghurst, Thakeham, Ashington, Sullington, Pulborough, Chiltington otherwise West Chiltington, Storrington, Stopham, Petworth, Egdean otherwise Egden, Fittleworth otherwise Frittleworth, Hardham, Wiggenholt otherwise Wiggonholt, Cold Waltham, Watersfield, Greatham otherwise Grittham, Rackam otherwise Rackham, Parham, Amberley, Bury, Madehurst, Houghton, Northstoke, Southstoke, Coas otherwise Coats, Sutton, Bignor, Barlavington, Offham, Peppering otherwise Piping, Burpham otherwise Burgham otherwise Barpham, Upper Burpham otherwise Upper Barpham, Lower Burpham otherwise Lower Barpham, Wepham, Warningcamp, Leominster otherwise Lyminster otherwise Lymister, Poling, Angmering, Rustington, Wick otherwise Week, Tottington otherwise Toddington, Littlehampton, Ford, Climping, Middleton, Yapton, Tortington, Binsted, Walberton, and Arundel, or some of them, in the said county of Sussex; and terminating at or near to a certain place called or known as Fry's Timber Yard, on the south side of the river Arun, in the said parish of Arundel.

And also for the purpose of making and maintaining another branch or extension railway, with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, commencing at the termination of the said main branch railway and extending from thence eastward along or near the south side of the said river Arun, to or near to Arundel bridge, and which said last-mentioned branch or extension railway will be wholly in the said parish of Arundel.

And also for the purpose of making and maintaining another branch or extension railway, with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, diverging from and out of the aforesaid main branch railway at or near Arundel causeway, in the parishes of Arundel and Leominster otherwise Lyminster otherwise Lymister, or one of them, and proceeding thence from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial and other places of Arundel, Leominster otherwise Lyminster otherwise Lymister, Rustington, Wick otherwise Week, Tottington otherwise Toddington, and Littlehampton, or some of them, in the said county of Sussex; and terminating at or near the ferry-house on the east side of the said river Arun, in the said parish of Littlehampton.

And also for the purpose of making and maintaining another branch or extension railway from and out of the said last-mentioned branch or extension railway, with all proper stations, works, communications, approaches, wharfs, landing-places, and other conveniences connected therewith, commencing at or near a certain occupation road leading from or near to Leominster otherwise Lyminster otherwise Lymister church into the marshes, and terminating at or near the east bank of the said river Arun, and there to form a junction with the Brighton and Chichester Railway; and which said last-mentioned branch or extension railway in respect of which this notice is given, will pass from, in, through, or into the said several parishes, townships, townlands, hamlets, and extra-parochial or other places of Leominster otherwise Lyminster otherwise Lymister, Rustington, Wick otherwise Week, and Tottington otherwise Toddington, or some or one of them, in the said county of Sussex.

And notice is hereby further given, that in the said Bill or Bills powers will be applied for to make lateral deviations in the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined; and also to stop up, alter, extend, enlarge, or divert, either temporarily or permanently, all such railways, tramways, turnpike and other roads, and highways, cuts, canals, reservoirs, aqueducts, navigations, rivers, streams, and watercourses within the parishes, townships, townlands, hamlets, and extra-parochial or other places aforesaid, or any of them, as may be necessary for the purposes of such railway and branch and extension railways, and works connected therewith, or any of them; and also to authorize junctions with any railway or railways now or hereafter existing, at the commencement or terminations, or in the line or course of the said railway and branch and extension railways respectively, in the several parishes, townships, townlands, hamlets, and extra-parochial or other places aforesaid, or any of them; and also to levy tolls, rates, and duties in respect of the use of the said railway and branch and extension railways respectively, and to grant exemptions from payment of such tolls, rates, or duties as to such company may seem meet; and also for the compulsory purchase of lands, houses, and other property required for the purposes aforesaid, or any of them, and to vary or extinguish all existing rights or

privileges connected with such lands, houses, or other property, which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is further intended by the said Bill or Bills to enable the company or companies to be thereby incorporated; to sell or let the said branch or extension railway, which is intended to be constructed between the said towns of Dorking and Epsom, or any part thereof, and the works connected therewith, to a certain intended company to be called the Direct London and Portsmouth Railway Company, for the incorporation whereof a Bill was pending in Parliament at the close of last session, and which Bill is intended to be proceeded with in the ensuing session, or to any other railway company or companies whether already incorporated or to be hereafter incorporated, or to agree with such company or companies for the making, executing, maintenance, use, and working of the said last-mentioned intended branch or extension railway or of any part thereof; and also to authorize such company or companies, to hire, or purchase, or make, execute and maintain, use, and work, or to enter into an agreement for the hire or purchase, making, execution, maintenance, use, and working of the said last-mentioned intended branch or extension railway and works or any part thereof, and to take tolls, rates, or duties, upon or in respect thereof; and generally to enable the company or companies to be incorporated by the said intended Bill or Bills, in respect of which this notice is given, to enter into and carry into effect all such agreements and arrangements in reference to the said intended branch or extension railway, as may be mutually agreed on between them and such other company or companies as hereinbefore mentioned.

And notice is hereby further given, that duplicate plans and sections describing the lines and levels of the said intended railway and branch and extension railways, and the works connected therewith respectively, and the lands and property to be authorized to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the county of Sussex, at his office at Lewes, in the said county of Sussex; and with the Clerk of the Peace for the county of Surrey, at his office at North-street, Lambeth, in the said county of Surrey; and that a copy of such plans, sections, and books of reference, together with a published map to a scale of not less than half an inch to a mile, with the line of the said railway and branch and extension railways delineated thereon, so as to shew their general course and direction, will, on or before the same day, be deposited in the office of the Railway Department of the Board of Trade; and also, that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the proposed railway and branch and extension railways, or either of

them, or the works connected therewith, are intended to pass or be situate, will be deposited for public inspection, with the parish clerk of each such parish at their respective residences.

Dated this eighth day of November, one thousand eight hundred and forty-five.

*Campbell and Witty*, 21 Essex-street, Strand.  
*Yates and Turner*, Parliamentary Agents,  
24, Great George-street, Westminster.

#### Huddersfield and Liverpool Direct Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain the railways hereinafter mentioned, or one of them, or some part or parts thereof respectively, with all proper works, stations, and other conveniences connected therewith, that is to say, a railway commencing at Huddersfield, in the township and parish of Huddersfield, in the west riding of the county of York, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Huddersfield, Marsh, Fartown, Hillhouse, Birchencliffe, Lindley, Fixby, Elland-cum-Greetland, Skircoat, Stainland, Barksland, Ripponden, Rishworth, Soyland, and Halifax, some or one of them, all in the west riding of the county of York; Blatchinworth, and Calderbrook, Blatchinworth, Calderbrook, Little Borough, Huddersfield, Butterworth, Blaygate-cum-Roughbank otherwise Bleakedgate-cum-Roughbank, Lowhouse otherwise Lawhouse, Wildhouse, Clegg, Bellfield, Wuerdle and Wardle, Wuerdle Wardle, Wardleworth, Castleton, Buersill otherwise Buerd-sill, Marland, Newbold, Spotland, Healey, Woolstoneholme, Woodhouse Lane, Catley Lane, Clay Lane, Chadwick, Failinge otherwise Falinge, and Rochdale, some or one of them, all in the county palatine of Lancaster, and forming a junction with the Manchester and Leeds Railway, at or near to Rochdale aforesaid; and passing thence through the said several parishes, townships, extra-parochial, and other places in the said county palatine of Lancaster, some or one of them, and terminating at or near to the town of Rochdale aforesaid.

Also a railway from and out of the said intended railway, commencing by a junction with the same, at or near Barksland Mill, in the parish of Halifax aforesaid, and thence passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Barksland, Stainland, Elland-cum-Greetland, Skircoat, Southowram, Salterhebble, and Halifax, some or one of them, all in the said west riding of the county of York; and terminating at or near North Dean or Salterhebble, or one of them, in the parish of Halifax aforesaid, there to form a junction with the Manchester and Leeds Railway, and the intended West Riding Union Railways, or one of them.

And in the said Act or Acts power will be taken to cross, vary, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, viaducts, navigable

rivers, navigations, railways, and tramways, within the parishes, townships, and extra-parochial and other places aforesaid, or some or one of them, as it may be necessary to cross, vary, divert, alter, or stop up, for the purposes of such intended railways, or either of them, or the works, stations, and conveniences connected therewith respectively. And also to authorize junctions with any railways or railway, at the commencement or termination, or in the line or course of such railways, or any of them respectively, in the several parishes, townships, extra-parochial and other places before mentioned, or some of them.

And notice is hereby further given, that it is intended by the said Act or Acts to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the purchase, by compulsion or agreement, of lands and houses proposed to be taken for the purposes aforesaid; and to alter, vary, or extinguish all existing rights and privileges 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 or works, or any of them; and also to levy tolls, rates, or duties, upon or in respect of the said railways and works, and to confer exemptions from the payment of such tolls, rates and duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railways and the lands proposed to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will on or before the thirtieth day of November, one thousand eight hundred and forty-five, be deposited for public inspection with the clerk of the peace of the said west riding of the said county of York, at his office in Wakefield; and with the clerk of the peace for the county palatine of Lancaster, at his office in Preston, in the said county palatine; and that on or before the thirty-first day of December, one thousand eight hundred and forty-five, a copy of so much of the said plans and sections, and books of reference, as relates to each of the said parishes in or through which the said several railways and works are intended to pass or be made, will be deposited with the parish clerk of each and every such parish, at his place of abode.

Dated this tenth day of November, one thousand eight hundred and forty-five.

*Wm. Barker,*  
*Brook, and Freeman,* } Joint Solicitors,  
Huddersfield.

Liverpool, Manchester, and Newcastle-upon-Tyne  
Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railways hereinafter mentioned, or some of them, or some part or parts thereof respec-

tively, with all proper works, approaches, and conveniences connected therewith respectively, that is to say: a railway commencing by a junction with the line of the Richmond branch of the Great North of England Railway, in the township of Scorton, in the parish of Catterick, in the North Riding of the county of York, and terminating at and by a junction with the line of the North Union Railway at or near the station of the said last-mentioned railway, in the township and parish of Preston, in the county of Lancaster, and by a distinct terminus in the same township, parish, and county, or commencing and terminating at some intermediate point or points, between the points of commencement and termination above specified, and within some or one of the parishes next hereinafter mentioned; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parish and township of Catterick, Uckerby, Scorton, Easby, Aske, Skeeby, Brompton-on-Swale, Bolton-on-Swale chapelry otherwise Bolton-upon-Swale chapelry, Bolton-on-Swale township otherwise Bolton-upon-Swale township, Ellerton otherwise Ellerton-on-Swale, East Appleton, West Appleton, Tunstal, the parish and township of Hornby, Arrathorne otherwise Arrowthorne, Hunton township, Hunton chapelry, the liberty of Saint Peter at or of York, the parish and township of Patrick Brompton otherwise Brompton Patrick, the parish and township of Pingall, Aikber, Constable Burton otherwise Burton Constable, the parish and township of Spennithorne, Harnby township otherwise Harnby township, the parish and township of Wensley, Leyburn township, Leyburn chapelry, the parish and township of Middleham, the parish and township of West Witton, Swinethwaite, the Temple at or near Swinethwaite, Redmire, Aysgarth parish, Aysgarth township, Burton otherwise West Burton otherwise Burton with Walden, Thoraby, Carperby, Thoresby otherwise Carperby-cum-Thoresby, Thornton Rust, Worton, Askrigg township, Askrigg chapelry, Bainbridge, Burtersett, Low Abbotside, High Abbotside, Hawes township, Hawes chapelry, Hardrow chapelry otherwise Hardraw chapelry, Hardrow hamlet otherwise Hardraw hamlet, Cotterdale, Poverty Town Field, Widdale, Appersett, or some of them, in the North Riding of the county of York; Sedbergh parish otherwise Sedburgh parish, Dent township, Dent chapelry, Ashes, Tarney Force, Bentham, Ingleton, Ingleton Fells chapelry, Geerstones otherwise Gearstones, Horton in Ribblesdale, Thornes otherwise Thorns, Birkwith, Studfold otherwise Stüdfield, Selside, Clapham, Austwick township, Austwick chapelry, Lawkland, Feizer otherwise Feizor, Wharfe, Giggleswick parish, Stainforth township, Stainforth-under-Bargh hamlet otherwise Stainforth-under-Bergh hamlet otherwise Stainforth-under-Burgh hamlet, Knight Stainforth otherwise Little Stainforth, Stainforth chapelry, Langeliffe, Giggleswick township, Stackhouse otherwise Stackhouses, Settle township, Settle chapelry, Rathmell township, Rathmell chapelry, the parish and township of

Longpreston, Wigglesworth, Deepdale Head, Halton West otherwise West Halton, Helliield otherwise Hellefield, Gisburn parish, Gisburn Forest township, Raythorne, Nappa otherwise Nappay, Newholme otherwise Newsome, Horton otherwise Horton near Gisburn otherwise Horton in Gisburn, Gisburn township, Bolton by Bolland otherwise Bolton by Bowland, Rimington otherwise Remington, Salley otherwise Sawley, Salley-cum-Tosside otherwise Sawley-cum-Tosside, Mitton parish otherwise Great Mitton parish, Grindleton township, Grindleton chapelry, Scott Croft, Bradford West, Waddington township, Waddington chapelry, Great Mitton township otherwise Great Mitton and Crook township otherwise Mitton township, Little Mitton township otherwise Little Mitton Henthorn and Coalcoats or Coldcoats township otherwise Mitton Henthorn and Coalcoats or Coldcoats township, Great Mitton hamlet, Crook hamlet, Bashall otherwise Bashall-Eaves, Whalley, Chatburn, or some of them, in the West Riding of the county of York; Whalley parish, Chatburn township, Chatburn chapelry, Downham township, Downham chapelry, Clitheroe township, Clitheroe chapelry, Pendleton, Standen otherwise Higher Standen, Lower Standen, Little Mitton township otherwise Little Mitton Henthorn and Coalcoats or Coldcoats township otherwise Mitton Henthorn and Coalcoats or Coldcoats township, Little Mitton hamlet, Henthorn hamlet, Coalcoats otherwise Coldcoats hamlet, Mitton parish otherwise Great Mitton parish, Aighton hamlet, Bailey hamlet, Chaigley hamlet, Aighton Bailey and Chaigley township, Blackburn, Billington township, Billington chapelry, Billington Langho, Langho chapelry, Langho hamlet, Dinkley, Wilpshire, Wilpshire with Dinkley, Salesbury township otherwise Salisbury township, Salesbury chapelry otherwise Salisbury chapelry, Clayton-le-Dale, the parish and township of Ribchester, Dutton, Dilworth, Styd otherwise Stidd, Osbaldeston otherwise Osbaldiston, Balders-ton township, Balderston chapelry, Alston hamlet, Hothersall hamlet, Alston with Hothersall hamlet, Alston township, Hothersall township, Alston with Hothersall township, Preston parish, Elston, Samesbury township, Samesbury chapelry, Grimsargh hamlet, Brockholes hamlet, Grimsargh with Brockholes township, Grimsargh with Brockholes chapelry, Cuerdale township, Walton-le-Dale township, Walton-le-Dale chapelry otherwise Cuerdale and Walton-le-Dale chapelry, Fishwick, Ribbleton, Lancaster, Fulwood, Preston township, or some of them, in the county of Lancaster.

Also a branch railway from and out of the line of the said first mentioned railway, commencing at or near Frenchwood, in the township of Fishwick, in the parish of Preston, in the county of Lancaster, and passing through the said township of Fishwick and the township of Preston, both in the parish and county aforesaid, terminating at or near the Regatta Inn, and also at or near Penwortham-bridge, both within the last mentioned township, parish, and county.

Also another branch railway from and out of the line of the said first mentioned railway, commencing in the township and chapelry of Clitheroe, or one of them, in the parish of Whalley, in the

county of Lancaster aforesaid, and terminating by a junction with the line of the Blackburn, Burnley, Accrington, and Colne Extension Railway, at or near the town of Blackburn, in the township and parish of Blackburn, in the aforesaid county of Lancaster, or by a distinct terminus in the said last mentioned township and parish, or commencing and terminating at some intermediate point or points between the points of commencement and termination last above specified, and within some or one of the parishes next hereinafter mentioned; which said branch railway and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Whalley parish, Clitheroe chapelry, Clitheroe township, Clitheroe Castle parish otherwise the Castle parish otherwise the Castle parish of Clitheroe, Mitton parish otherwise Great Mitton parish, Little Mitton township otherwise Little Mitton Henthorn and Coalcoats or Coldcoats township otherwise Mitton Henthorn and Coalcoats or Coldcoats township, Little Mitton hamlet, Henthorn hamlet, Coalcoats otherwise Coldcoats hamlet, Sabden Pendleton, Standen Hall, Standen Hey, Standen otherwise Higher Standen, Lower Standen, Pendleton Hall, Wiswell otherwise Wiswall, The Mesne Field Common Pasture or townland of Wiswell otherwise Wiswall, Whalley chapelry, Whalley township, Lamb Rowe, Blackburn parish, Billington township, Billington chapelry, Billington Langho, Langho chapelry, Langho hamlet, Dinkley, Wilpshire, Wilpshire with Dinkley, Clay on le Dale, Salesbury township otherwise Salisbury township, Salesbury chapelry otherwise Salisbury chapelry, Osbaldeston otherwise Osbaldiston, Ramsgrave, Rishton, Little Harwood, Blackburn township, or some of them, in the county of Lancaster.

And also another branch railway, from and out of the line of the said last-mentioned branch railway, commencing in the parish and township of Whalley, in the county of Lancaster aforesaid, and terminating by a junction with the said Blackburn, Burnley, Accrington, and Colne Extension Railway, at or near to the town of Burnley, in the townships of Burnley and Habergham Eaves and Burnley-cum-Habergham Eaves, or one of them, in the said parish of Whalley, in the county of Lancaster, or by a distinct terminus within the same townships, or one of them, within the said parish and county, or at some intermediate point or points between the points of commencement and termination last above specified, and within some or one of the parishes next hereinafter mentioned; which said last-mentioned branch railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Whalley parish, Whalley township, Whalley chapelry, Blackburn parish, Lamb Rowe, Wiswell otherwise Wiswall, the Mesne Field Common Pasture or townland of Wiswell otherwise Wiswall, Billington, Read, Simonstone, Sike Side, Laneside, Padiham township, Padiham chapelry, Dunkirk, Altham township, Altham chapelry, Great Harwood, Hapton, Higham, Ightenhill

Park otherwise Hightenhill Park, Habbergham Eaves township, Habbergham Eaves chapelry, Burnley township, Burnley chapelry, Burnley-cum-Habbergham Eaves, Briercliffe with Extwistle, Worsthorn with Hurstwood, Cliviger, Reedley Hallows otherwise Reedley Hollows, Filley-close and New Laund, Booth, or some of them, in the county of Lancaster.

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

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying the said undertaking, or some part or parts thereof, into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated, to sell, or let, or transfer, or to make any agreement or arrangement for the amalgamation or consolidation of the said intended railway or branch railways and works, or any part thereof, and all or any powers of such company, in connection therewith, or in relation thereto, to or with any existing or proposed railway, or other company, and to enable any existing or proposed railway or other company, to purchase, or rent, or construct the same, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or branch railways and works, and to guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect such arrangements in reference to the objects aforesaid, as may be mutually agreed on between any other existing or proposed railway; or other company, and the company to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the North Riding of the county of York,

at his office in Northallerton; with the clerk of the peace for the West Riding of the county of York, at his office in Wakefield; and with the clerk of the peace for the county of Lancaster, at his office in Preston; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway, branch railways, and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated the seventh day of November, 1845.

<i>Burchell, Kilgour, and Parson,</i>	} Solicitors to the Bill.
47, Parliament Street, London,	
<i>Henry Toogood,</i>	
22, Parliament Street, London,	
<i>Rawstorne and Wilson,</i>	
Preston,	

Ulverstone, Furness, and Lancaster and Carlisle Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railway hereinafter mentioned, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing at and by a junction with the Lancaster and Carlisle Railway, near Milnthorpe, at or near the point where it intersects the boundary of the parishes of Beetham otherwise Beethom and Haversham, and terminating at and by a junction with the Furness Railway, at or near the point where that railway, as authorized by the Act of Parliament already passed for the construction thereof, intersects the boundary of the parishes of Pennington and Ulverstone, and also at or near the point where the railway to which this notice refers, would, after passing through or near to the town of Ulverstone, and being continued in the direction of the proposed terminus last mentioned, strike the now proposed deviation or extension towards Ulverstone, of the Furness Railway, or at one of such points; and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, namely, Heversham, Beethom otherwise Beetham, Milnthorpe, Milnthorpe-with-Heversham, Heversham-with-Milnthorpe, Haverbrack, Farlton, Farleton, Overthwaite, Whasset, Milnthorp, Ackenthaite, Rowell, Kendal, Kirkby-in-Kendal, Preston Richard, Sedgwick, Stainton, Higher Woodhouse, Lower Woodhouse, Hincaster, Low Wood, Heversham and Milnthorpe, Milnthorpe and Heversham, Leasgill, Sampool, High Sampool, Low Sampool, Hawforth, Levens, Meathop, High Meathop, Low Meathop, Ulpha, Meathop-with-Ulpha, Meathop and Ulpha, Fowlshaw, Witherslack, Higher Foulshaw, Middle Foulshaw, Lower Foulshaw, Foulshaw, High Fell End, Fell End, Town End, Lyth, Crossthwaite and Lythe, Crosthwaite-with-Lythe, Lythe, Crosthwaite, Low Green, all in the county of Westmoreland; Cartmell, Broughton, Lindale, Lindall, Low Green, Broughton East,

Broughton-in-Cartmell, Field Broughton, Holker, Upper Holker, Lower Holker, Newton, Brow Edge, Lower Newton, Low Newton, Allithwaite, Upper Allithwaite, Nether Newton, Lower Allithwaite, High Cark, Field End, High Newton, Head Houses, Low Cark, Cark, Barber Green, Ayside, Moss Side, Summer Hill, Saxgills, Seatle, Stavely, Raggy Gill, Cartmel Fell, Staveley, Newby Bridge, Newby, Finsthwaite, Rusland, Bouth, Haverthwaite, Haverthwaite Finsthwaite and Rusland, Backbarrow, Low Wood, Fidler Hall, Chapel House, Hazleridge, Fair Ridge, Coulton otherwise Colton, Coulton East, Coulton West, Hollow Oak, Lowick, Penny Bridge, Spark Bridge, Scarthwaite, High Scarthwaite, Upper Scarthwaite, Low Scarthwaite, Lower Scarthwaite, Egton-with-Newland, Egton-cum-Newland, Egton, Greenodd, Arrad Foot, Pennington, Osmotherly, Osmotherley, Mansriggs, Newland, Plumpton, Casser End, Nibthwaite, Springfield, Smithy Green, and Ulverstone, all in the county palatine of Lancaster.

And it is also intended by such Act or Acts to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, tramroads, railways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, and water-courses, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary or expedient to stop up, alter, or divert, for the purpose of making and maintaining or more conveniently making or maintaining or using the said intended railway and branch railway and works or any of them.

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

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties on and for the use of the same and otherwise, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts to enable the company to be thereby incorporated, to sell or let and transfer the said intended railway and branch railway and works, or any of them, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the Lancaster and Carlisle Railway Company, and to enable the said last-mentioned company and any other companies or persons who may be so minded and named in the said Act or Acts to raise funds, and out of their corporate or other funds, either jointly or severally to take shares in and subscribe for or towards the making, maintaining, working, and using of such intended new railway and branch railway and works, or any of them, or any part thereof, or to contract for, purchase, or rent, or to construct, and to maintain,

work, and use the same, or any of them, or any part thereof, and to levy tolls, rates, and duties, in respect thereof, and to exercise such powers, or any of them, or to guarantee to the said company to be incorporated by the said intended Act, such interest or profit on their outlay, as may be agreed upon; and generally to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties, with relation to the said intended new railway, branch railway or works, or any part thereof, as may be mutually agreed on between the Lancaster and Carlisle Railway Company and the company which may be so incorporated as hereinbefore mentioned; and for such purposes it is proposed to alter, amend, extend, and enlarge the powers and provisions of the following Acts of Parliament, or some of them, relating to the Lancaster and Carlisle Railway, namely, an Act passed in the seventh and eighth years of the reign of Her present Majesty, and another Act passed in the eighth and ninth years of the reign of Her said present Majesty.

And further notice is hereby given, that maps or plans and sections of the said intended railway and branch railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Lancaster, at his office in Preston; and with the clerk of the peace for the county of Westmoreland, at his office in Appleby; and that a copy of so much of the said maps, plans, sections, and books of reference respectively, as relates to each of the said parishes from, in, through, or into which the said intended railway and works, or any of them, are intended to be made, will be deposited, on or before the thirty-first day of December, in the present year, with the parish clerk of each such parish at the place of abode of such parish clerk.

Dated this tenth day of November, 1845.

*Clay, Swift, and Wagstaff, Liverpool.*  
*Rawsthorne and Swainson, Lancaster.*

#### Bury (Lancashire) Improvement.

**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 or Bills for better paving, cleansing, lighting, watching, widening; and otherwise regulating and improving the streets, squares, lanes, roads, paths, ways, courts, passages, and places, and for opening new streets, within the borough of Bury, in the townships of Bury and Elton, in the county palatine of Lancaster.

And it is intended by such Bill or Bills, to appoint commissioners for carrying the same into execution; and to enable the said commissioners to erect and provide, or cause to be erected and provided, for the purposes of the said borough, proper slaughter-houses and places for slaughtering cattle, and to regulate the same by bye-laws and other regulations; and to demand and receive rates or rents and

charges for the use thereof, and to regulate and restrict the use of other such slaughter-houses and places within the said borough.

And also to enable the said commissioners to agree with the owners or proprietors of any existing market and market-place in the said borough for the purchase of the same, and of all rights and privileges of holding the same, and demanding and collecting rents, dues, and tolls in respect thereof, and other rights and privileges appurtenant to the same, and to enable such owners or proprietors to sell the same to such commissioners, and also to enable the said commissioners to alter or increase the existing rents, dues, and tolls of such market and market-place, and to enable the said commissioners to alter the site of the said market, and to purchase lands, houses, and hereditaments compulsorily for the purpose of erecting on the site thereof a new market-house and market-place, and to exercise in such new market and market-place all such rights, powers, and authorities, and to levy therein all such tolls and rates, as were of custom or otherwise attached to or levied in the former market-place, or in the borough or town of Bury, on account of such market, and also to make with respect to such market, or to the original market so to be purchased by them, if the same should be continued, such bye-laws and regulations as may seem good to the said commissioners for the government thereof.

And also to enable the said commissioners to remove and prevent obstructions, nuisances, and annoyances in the streets and public passages and places in the said town and borough, and for watching the same and establishing an effective police within the same.

And also to enable the said commissioners to light with gas, or otherwise, the streets and other public passages and places, and houses, buildings, and other hereditaments in the said town and borough, and for that purpose to erect gas works and lay pipes in the said town and borough, or to purchase, rent, or to take any buildings, lands, or works for such purpose, and to enable any person or persons, body politic or corporate, to sell or let such buildings, lands, and works, to the commissioners for such purposes, or to enable the said commissioners to contract with any company, body, or person, for so lighting such streets, and other public passages and places.

And also to enable the said commissioners to agree with the owners or proprietors, lessee or lessees, of any existing waterworks for supplying with water the said borough for the purchase of the same, and to enable such owners or proprietors, lessee or lessees, to sell the same or their respective interests therein to such commissioners, and also if such purchase shall be made to enable the said commissioners to supply the inhabitants of the said borough with water, and to charge, assess, and collect water rents, for the supply of such water. And also to enable the said commissioners to levy rates or

assessments on the owners or occupiers of lands, houses, buildings, and hereditaments, within the said borough, for the purpose of effecting the several improvements and works aforesaid. And also to enable the said commissioners to erect and maintain public baths and washhouses for the use of the inhabitants of the said borough, and to purchase and hold land, houses, and hereditaments for the purposes thereof, and to charge and receive payment for the use of the same, and to make bye-laws for the regulation thereof. And also, if the said commissioners shall think fit, to grant leases of such baths and washhouses for a term of years.

And also to enable the said commissioners to purchase lands, grounds, or other places, either within the said borough, or at a reasonable distance therefrom, to be appropriated and devoted for the purpose of public resort or recreation, and for the use and enjoyment by the public, and to charge and receive payment for the use of the same, and to make bye-laws for the regulation thereof, and also, if the said commissioners shall think fit, to grant leases of such lands, grounds, or other places, for a term of years.

And notice is hereby further given, that it is intended by the said Bill to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal some of the said powers, and to confer further, better, and more effectual powers in the stead thereof, and to vest certain of the said powers, whether originally or newly conferred, as aforesaid, in the said commissioners: namely, an Act passed in the ninth year of the reign of King George the Fourth, intituled "An Act for Lighting with Gas the Town of Bury, and the Neighbourhood thereof, in the Parish of Bury, in the County Palatine of Lancaster;" another Act passed in the second year of the reign of Her present Majesty, intituled "An Act for providing a Market-place, and for Regulating the Markets and Fairs in the Town and Borough of Bury, in the County Palatine of Lancaster;" and another Act passed in the first year of the reign of Her present Majesty, intituled "An Act for supplying with Water the Town of Bury, and the several Townships of Walmersley-cum-Shuttleworth, Bury, and Elton, all in the Parish of Bury, in the County Palatine of Lancaster."

And it is further proposed by the said intended Act or Acts, to enable the said commissioners to raise money for the several purposes aforesaid, on the credit of the several rates, or any of them, which may become payable under such intended Bill, or on the credit of any property which may hereafter belong to the said commissioners.

Dated the fifth day of November, 1845.

*W. P. Woodcock,*  
*Geo. Whitehead,*  
*T. A. & J. Grundy,*  
*Wm. Harper,*

Solicitors.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize and empower the Eastern Union Railway Company to purchase, and the Eastern Counties Railway Company to sell to them, that portion of the line of the said last-mentioned railway, and of the works connected therewith, situate between the terminus of the said Eastern Counties Railway at Colchester, in the county of Essex, and the point in the parish of Ardleigh, in the said county, wherein the line of the said Eastern Counties Railway intersects the line of the Eastern Union Railway, together with all the powers and privileges of the said Eastern Counties Railway Company, in connection therewith or in relation thereto.

And it is proposed by such Act or Acts to enable the said Eastern Union Railway Company to exercise such powers as aforesaid, and to complete and maintain the said portion of railway, with all necessary works and conveniences connected therewith, within the parishes, townships, and extra-parochial places of All Saints Colchester, Lexden, Saint Michael Mile End, Saint Botolph All Saints, Greenstead otherwise Greensted otherwise Saint Andrew Greenstead, Saint Botolph East, and Ardleigh, or some of them, in the said county of Essex, and to purchase, by compulsion or agreement, all such lands and buildings as may be necessary for the purpose, and to levy tolls, rates, and duties, in respect of the said portion of railway, and to vary or extinguish all rights and privileges, if any, connected with the said lands, or which would impede or interfere with the objects aforesaid.

And for the purposes aforesaid it is further proposed by the said intended Acts or Acts to alter, enlarge, or repeal, so far as may be necessary, the powers and provisions of the several Acts relating to the said Eastern Counties Railway, passed respectively in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first and second, the fourth, the seventh and eighth and the eighth and ninth years of the reign of Her present Majesty, and of the several Acts relating to the said Eastern Union Railway Company, passed respectively in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty, and to alter and assimilate the tolls authorized to be taken by the Acts, or any of them, relating to the said Eastern Counties Railway, on the said portion of line so to be transferred to the said Eastern Union Railway Company, to the tolls authorized to be taken on the Eastern Union Railway.

And it is also intended by the said Act or Acts to enable the said two companies to grant to each other such exemptions from the payment of tolls on the lines respectively belonging to them, or which may belong to them respectively, and to enter into such arrangements in respect of the traffic using the same as to them may seem meet.

And notice is hereby further given, that plans and sections of the said last mentioned portions of line as proposed to be completed and maintained by the said Eastern Union Railway, and books of reference to such plans, containing the names of the

reputed owners, lessees, and of the occupiers of the lands intended to be purchased for the purposes thereof, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Essex, at his office in Chelmsford; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in and through which the said portion of the line is intended to be completed and maintained, will be deposited, on or before the thirty-first December next, with the parish clerks of those parishes respectively, at their respective residences.

*Few and Company, Covent Garden,*  
*W. O. and W. Hunt, 10, Whitehall,* } Solicitors.

Sheffield, Ashton-under-Lyne, and Manchester  
Railway,  
(Worsborough, Chapelton, Dukinfield, and  
Glossop Branches.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act or Acts to alter, amend, extend, and enlarge, or to repeal the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament held in the seventh year of the reign of King William the Fourth, and the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty, and to authorize the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the main line of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Thurgoland, in the parish of Silkstone, in the west riding of the county of York, and terminating in the township of Worsborough, in the parish of Darfield, in the said west riding, or at some intermediate point between the said two places of commencement and termination; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Silkstone, Tankersley, Darfield, Thurgoland, Wortley, Pilley, Stainborough, and Worsborough, all in the west riding of the county of York.

And it is proposed by the said intended Act or Acts, or by some other Act or Acts to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to authorize the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the main line of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Wortley, in the parish of Tankersley, in the said west riding, and terminating at or near Chapelton, in the township of Ecclesfield, and parish of Ecclesfield, in the said

west riding, or at some intermediate point between the said two places of commencement and termination last mentioned; which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Tankersley, Ecclesfield, Wortley, Mortomley, High Green, Thornacliffe, and Chapeltown, all in the said west riding.

And it is proposed by the said intended Act or Acts, or by some other Act or Acts to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to authorize the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the Ashton branch of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Dukinfield, in the parish of Stockport, in the county of Chester, and terminating by a junction with the main line, of the same railway, in the said township of Dukinfield, or at some intermediate point between the said two places of commencement and termination last mentioned; which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate wholly within the said township of Dukinfield, in the said parish of Stockport, in the said county of Chester.

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

And it is further intended by such Acts, or some or one of them, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges, and to grant to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company power to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties, for the use of the said intended railways and works, and to grant certain exemptions from the payment of tolls, rates, and duties.

And it is also intended by the said Act or Acts or by some other Act or Acts to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to enable the said company to purchase from His Grace the Duke of Norfolk, or other the owner thereof for the time being, a certain railway, with all lands, stations, works, approaches, and conveniences connected

therewith, commencing by a junction with the main line of the Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Dinting, in the parish of Glossop, and terminating at or near Howard Town, in the township of Glossop, in the parish of Glossop aforesaid, and passing from, in, through, or into, or situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Glossop, Dinting, and Howard Town, all within the county of Derby, and all the estate, right, title, and interest of the said Duke of Norfolk, or other the owner thereof for the time being, therein or there-to; and to vest the same in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, with powers to levy tolls, rates, and duties for the use thereof, and to grant certain exemptions from the payment of such tolls, rates, or duties, and to vary or extinguish all existing rights and privileges in respect of the said railway, and other property as aforesaid; and to grant other rights and privileges.

And it is also intended by the said Act or Acts, or by some other Act or Acts to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to extend the time granted by the said recited Acts of the seventh year of the reign of King William the Fourth, and the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her said present Majesty, or some or one of them, for the compulsory purchase of the lands, and houses authorized to be taken by the said company, under the provisions of the same recited Act or Acts, within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Sheffield, Ecclesfield, Tankersley, Silkstone, Peniston, Wortley, Brightside-Bierlow, Bradfield, Hunshef, Oxspring, Thurgoland, Thurlstone, Langsett, Wadsley Bridge, Birley Carr, Oughtibridge, Outhwaite, Wharcliffe Wood, Carlcotes, Bullhouse, Durnford Bridge, Saltersbrook, Glossop, Dinting, Hadfield, Padfield; Simondley, Charlesworth, Mottram-in-Longdendale, Stockport, Godley, Hattersley, Newton, Matley, Tintwisle, Dukinfield, Hyde, Woodhead, and Flowery-field, Manchester, Ashton-under-Lyne, Gorton, Audenshaw, Ardwick, and Openshaw, Ashton Town, Ashton, Hartshead, and Stalybridge, or some of them, in the respective counties of Lancaster, Chester, and Derby, and the west riding of the county of York.

And it is also intended by the said Act or Acts, or by some other Act or Acts to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to authorize the said company to construct an additional or enlarged station and other works adjoining the said railway, within the township of Brightside-Bierlow, in the parish of Sheffield, in the said west riding; and for that purpose to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said station and works, or which would in any manner impede or interfere with the construction, main-

tenance, or use thereof, and to confer other rights and privileges, and to grant to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company power to purchase land and houses by compulsion and agreement for the purposes aforesaid, and to levy tolls, rates and duties for the use of the said station and works, and to grant certain exemptions from the payment of tolls, rates, and duties.

And it is further proposed by the said intended Acts or some of them, to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to raise a further sum or sums of money for all or any of the purposes aforesaid, and for the purpose of contributing or subscribing towards the establishment and maintenance of a proposed railway, with certain branches therefrom, in the county of York, called or known as the Hull and Barnsley Railway; and also of a proposed railway in connexion with the navigation of the river Dun, with certain branches therefrom, in the said county of York, called or known as the South Yorkshire Coal Railway, and for other purposes of, or in connexion with the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company.

And notice is hereby further given, that maps, or plans and sections of the said intended railways, station, and works, and of the lands and houses proposed to be taken for the purposes thereof; and also of the said railway and works proposed to be purchased from the said Duke of Norfolk, or other the owner thereof as aforesaid, together with books of reference to such maps or plans, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands, houses, railway, and works, will be deposited, on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Chester, at his office in Chester; with the clerk of the peace for the county of Derby, at his office in Chesterfield; and with the clerk of the peace of the west riding of the county of York, at his office in Wakefield; and that a copy of so much of the said maps, or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, station, and works are intended to be made, or in or through which the said railway proposed to be purchased as aforesaid is already made, will be deposited, on or before the thirty first day of December, in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November, one thousand eight hundred and forty-five.

*Parker and Smith,*  
*Bagshaw, Stevenson, and Lycett,* } Joint  
Solicitors.

Sheffield, Ashton-under-Lyne, and Manchester  
Railway, (Barnsley Branch.)

**N**OTICE is hereby given, that application is intended to be made to parliament, in the next ensuing session, for an Act or Acts to alter, amend, extend, and enlarge, or to repeal the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Man-

chester Railway, passed respectively in the sessions of Parliament held in the seventh year of the reign of King William the Fourth, and the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty, and to authorize the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the main line of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Oxspring, in the parish of Peniston, in the West Riding of the county of York, and terminating by a junction, with the Midlands Railway in the township of Carlton, in the parish of Royston, in the said West Riding, or at some intermediate point between the said two places of commencement and termination, which said intended railway and works 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, Peniston, Silkstone, Darton, Royston, Oxspring, Thurgoland, Dodworth, Barugh, Gawber, Barnsley, Monk-Bretton otherwise Burton, and Carlton, all in the said West Riding of the said county of York.

And it is proposed by the said intended Act or Acts, or by some other Act or Acts to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to authorize the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, diverging out of and commencing by a junction with the said intended railway in the township of Monk Bretton otherwise Burton, in the parish of Royston, in the said West Riding, and terminating by a junction with the said Midlands Railway, in the township of Cudworth, in the said parish of Royston, in the said West Riding, or at some intermediate point between the said two places of commencement and termination last mentioned, which said second mentioned intended railway and works 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, Royston, Monk Bretton otherwise Burton, and Cudworth, all in the said West Riding.

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

And it is further intended by such Acts, or some or one of them, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or

taken for the purposes of the said undertaking, or which would in any manne impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges, and to grant to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, power to purchase lands and houses by compulsion, or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said intended railways and works, and to grant certain exemptions from the payment of tolls, rates, and duties.

And it is further proposed by the said intended Acts, or some of them, to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to raise a further sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that maps, or 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 maps or plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited, on or before the thirtieth day of November, in the present year, with the clerk of the peace of the said West Riding of the county of York, at his office in Wakefield, in the said West Riding; and that a copy of so much of the said maps, or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways and works, or any of them, are intended to be made, will be deposited, on or before the thirty-first day of December, in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November, 1845.

*Parker and Smith.* } Joint  
*Bagshaw, Stevenson, and Lycett.* } Solicitors.

Sheffield, Ashton-under-Lyne, and Manchester Railway, (Whaley Bridge and Hayfield Branches.)

**N**OTICE is hereby given, that application is intended to be made to Parliament, in the next ensuing session, for an Act or Acts to alter, amend, extend, and enlarge, or to repeal the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament, held in the seventh year of the reign of King William the Fourth, and the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty; and to authorize the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, commencing by a junction with the main line of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Dukinfield, in the parish of Stockport, in the county of Chester, and terminating in the township of Bradshaw Edge, in the parish of Chapel-en-le-Frith, in the county of Derby, at a point near Whaley Bridge, or at some intermediate point between the said two places of commencement

and termination; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Stockport, Mottram-in-Longdendale, Glossop, Taxal, Chapel-en-le-Frith, Bowden Chapel, Dukinfield, Newton, Hyde, Werne, Bredbury, Romiley, Chadkirk, Ludworth, Chisworth, Ludworth-cum-Chisworth, Marple, Disley-Stanley, Disley, No Man's Land, Mellor, Whittle, Beard, Ollersset, Thornset, New Mills, Yeadsley-cum-Whaley, Whaley-cum-Yeadsley, Whaley, Chinley, Bugsworth, Brownside, and Bradshaw Edge, in the counties of Chester and Derby, or one of them.

And it is proposed by the said intended Act or Acts, or by some other Act or Acts, to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to authorize the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make and maintain a railway, with proper works, approaches, and conveniences connected therewith, diverging out of and commencing by a junction with the said intended railway, at or near New Mills aforesaid, and terminating in the township of Hayfield, in the parish of Glossop, in the said county of Derby, or at some intermediate point between the said two places of commencement and termination last mentioned, which said last mentioned intended railway and works will pass from, in, through, or into, or be situate within the parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Glossop, Stockport, New Mills, Whittle, Beard, Ollersset, Thornset, Disley-Stanley, Disley, Phoside, Great Hamlet, and Hayfield, in the said Counties of Derby and Chester, or one of them.

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

And it is further intended by such Acts, or some or one of them, to vary or extinguish all existing rights or privileges, in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges, and to grant to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, power to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties, for the use of the said intended railways and works, and to grant certain exemptions from the payment of tolls, rates, and duties.

And it is further proposed by the said intended Acts, or some of them, to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway

Company, to raise a further sum of money, for all or any of the purposes aforesaid.

And notice is hereby further given, that maps or 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 maps or plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited, on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Chester, at his office in Chester; and with the clerk of the peace for the county of Derby, at his office in Chesterfield; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways and works are intended to be made, will be deposited on or before the thirty-first day of December, in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November, 1845.

*Parker and Smith,*  
*Bagshaw, Stevenson, and Lycett,* } Joint Solicitors.

#### Tunbridge Wells Improvement.

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 obtain an Act to amend, alter, and enlarge the powers and provisions of an Act passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled, "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," so far as the said Act relates to lighting, watching, cleansing, regulating, and otherwise improving the said town; and also to repeal several of the provisions of the said Act, so far as the said Act relates to lighting, watching, cleansing, regulating, and otherwise improving the said town, and, amongst others, such as provide or enact that nothing in the Act contained shall extend to prevent any person from keeping any dirt, dust, dung, offal, rubbish, ashes, or other filth, which shall have arisen or been made within his own premises, or from making use of the same for manure or otherwise, and to make other provisions in lieu thereof.

And it is also intended by the said Bill and Act to give to the commissioners powers for watering the streets and roads within the limits of the Act, and for purchasing lands within such limits by agreement, for obtaining water for such purpose, and to pay for the same, and all other expenses of carrying the intended Act into execution, together with a proportion of the expenses of obtaining and passing the same, out of the existing rates granted by the aforesaid present Act, except such expenses as are hereinafter mentioned to be intended to be paid out of the rates to be levied under such intended Act.

And it is also intended by such Bill and Act

to repeal such of the clauses in the aforesaid present Act as reserve any rights, powers, and authorities vested in or given to the trustees for executing the several Acts of Parliament which relate to any turnpike road within the limits of the Act, and all other provisions relating to any turnpike roads.

And it is also intended by such Bill and Act to put all streets, roads, and highways, within the limits of the Act, under the control and management of the Commissioners for executing the Act, with powers to repair and maintain the same; and also to release persons in respect of property without such limits from the repair of highways within such limits, and to release persons in respect of property within such limits from the repair of highways without such limits; and to prevent the trustees of any turnpike road from collecting toll, or repairing or expending money on any road within such limits; and also to give powers to the Commissioners to pave the carriageways and footways of the streets and public places within such limits; and also to levy rates on the occupiers and owners of lands, houses, and other property within such limits, for paving or repairing and maintaining the streets, roads, and highways within the said limits, and carrying the intended Act into execution with reference thereto or incident thereto; and in paying a proportion of the expenses of obtaining and passing the intended Act; and to borrow money on the credit of such rates.

*William Henry Wall,*

Solicitor to the Commissioners, Tunbridge Wells.

*M. Browne and Son,*

Parliamentary Agents.

Sheffield, Ashton-under-Lyne, and Manchester Railway, (Peak Forest, and Macclesfield Canal Purchases).

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act or Acts to alter, amend, extend, and enlarge, or to repeal the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament held in the seventh year of the reign of King William the Fourth, and the 5th and 6th, the 6th and 7th, and the 7th and 8th years of the reign of Her present Majesty, and to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to take on lease, or to purchase for a term of years or in perpetuity, and in consideration of and subject to any rent, terms, and provisions, which have been or may be agreed upon, all and singular the canal, railway, lands, warehouses, buildings, reservoirs, waters, liberties, privileges, tenements and hereditaments now, or at any time hereafter, belonging or to belong to the company of proprietors of the Peak Forest Canal, situate, arising, and being in the several counties of Derby, Chester, Lancaster, and elsewhere, or any of them, and all the works belonging thereto, and all the estates, right, title, and interest of the said company of proprietors therein or thereto, and to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway

Company, to exercise and enjoy, during the continuance of any such lease, or in perpetuity, as the case may be, all the powers, authorities, and privileges, vested in the said company of proprietors, of the said Peak Forest Canal, and to levy tolls, rates, and duties, for the use of the said last-mentioned canal, railway, and works; and to enable the said last-mentioned company to grant and make, and the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to accept and take such lease or sale as aforesaid, and to enter into and execute all necessary arrangements, deeds, and agreements, respecting the same, and for carrying the objects thereof into effect, and to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to adopt and secure the whole, or part of the debt, owing by the said company of proprietors of the Peak Forest Canal; and to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said company of proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of His late Majesty King George the Third.

And it is also proposed, by the said intended Act or Acts, or by some other Act or Acts, to be applied for by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, in the now next ensuing session of Parliament, to take powers to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to take on lease, or to purchase for a term of years, or in perpetuity, and in consideration of and subject to any rent, terms, and provisions which have been or may be agreed upon, all and singular the canal, lands, warehouses, buildings, reservoirs, waters, liberties, privileges, tenements, and hereditaments now, or at any time hereafter, belonging or to belong to the company of proprietors of the Macclesfield Canal, situate, arising, and being in the said county of Chester and elsewhere, or any of them, and all the works belonging thereto, and all the estate, right, title, and interest of the said company of proprietors therein or thereto; and to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to exercise and enjoy, during the continuance of any such lease or in perpetuity, as the case may be, all the powers, authorities, and privileges vested in the said company of proprietors of the Macclesfield Canal, and to levy tolls, rates, and duties for the use of the said last-mentioned canal and works, and to enable the said last-mentioned company to grant or make, and the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to accept and take such lease or sale as aforesaid, and to enter into and execute all necessary arrangements, deeds, and agreements respecting the same, and for carrying the objects thereof into effect, and to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company to adopt and secure the whole or a part of the debts owing by the said company of proprietors of the Macclesfield Canal, and to alter, amend, and enlarge the powers and provisions of the Act relating to the said company of proprietors of the said Macclesfield Canal, passed in the seventh year of the reign

of His late Majesty King George the Fourth. And it is further proposed by the said intended Acts, or some or one of them, to enable the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to raise a further sum, or sums of money, for all, or any of the purposes aforesaid.

Dated this first day of November, 1845.

*Parker and Smith,  
Bagshaw, Stevenson, and Lycett,  
Worthington, Earle, and Berry,  
Slater and Heelis,* } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills for the purpose of enclosing, draining, and improving a certain portion or tract of land, sea-shore, or strand, known by the name of Salthouse Sands, on the coast of Lancashire, and reclaiming the same from the sea, which said tract of land, sea-shore, or strand, will extend and be comprised within the limits following, that is to say, commencing from a point on the mainland called Rabbit Hill Point, in the parish of Dalton, in the said county palatine of Lancaster, and thence proceeding along the south side of an embankment lately constructed by the Furness Railway Company, to where the said embankment crosses high-water mark at neap tides, and thence along the line of such high-water mark, or along another embankment of the said Furness Railway, to such extent as the same is or may be constructed below such high-water mark as aforesaid, up to a point called Westfield Point, in the said parish of Dalton, and thence in a direct line across the sands, to the southernmost point of Headen Haw, and thence to Rabbit Hill Point aforesaid, which said tract of land, sea-shore, or strand, is situate within, or abuts upon, and is surrounded by the said parish of Dalton.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company, or to enable a body of proprietors, or undertakers, to carry into effect the proposed works, and to take powers to extinguish all rights and privileges over the tract of land so to be enclosed, and also to enable the company to be thereby incorporated, or the body of proprietors or undertakers, to levy tolls, rates, and duties, in respect of the said tract of land so to be enclosed, drained, and improved, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated the eighth day of November, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a company for making, establishing, and maintaining a cemetery or burial ground in the parish of Saint Martin, Birmingham, in the county of Warwick, upon certain pieces of land belonging to Sir Thomas Sherlock Gooch, Baronet, and Richard William Howard Howard Vyse, Esquire, containing together

eight acres or thereabouts, and bounded on the north and north east sides or parts thereof by a certain street there, called Icknield Street, and land and premises belonging to Mrs. Mary Griffiths, widow; on the north east side thereof by land and premises belonging respectively to a company of proprietors called the Birmingham General Cemetery Company and the said Richard William Howard Howard Vyse, Esquire; on the south east side by a certain newly laid out street there called or intended to be called Northampton Street; and on the south and south west sides, or parts thereof, by a certain lane there called Warstone Lane, and land and premises respectively belonging to Thomas Pemberton, Esquire, and John Aston, Esquire; and intersected by a certain other newly laid out street there also called or intended to be called Pittsburgh Street; and to vary or extinguish all existing rights or privileges belonging or appertaining to the said land; and to confer others; and in the said Bill powers will be contained enabling the said company to levy rates, duties, or fees, for or in respect of the said cemetery or burial ground.

Dated this fourth day of November, one thousand eight hundred and forty-five.

*John B. Hebbert,*

Solicitor to the said company.

#### Eastern Counties Junction and Southend Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences therewith, commencing by a junction with the Eastern Counties Railway, at or near to the Romford Union House, in the parish of Romford, in the county of Essex, or at or near to the site of the late station of the said Eastern Counties Railway in Romford aforesaid, and terminating at or near to Upper Southend otherwise New Southend, in the parish of Prittlewell, in the county of Essex, and which railway or railways 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, Romford, Havering otherwise Havering atte Bower, Dagenham, Hornchurch, Rainham, Upminster, Cranham, North Ockendon, Wennington, Aveley, Stifford, West Thurrock, Purfleet, Gray's Thurrock, Little Thurrock, South Ockendon, Great Warley, Little Warley, Childerditch, Bulphan, East Horndon, East Tilbury, West Tilbury, Chadwell, Chadwell Saint Mary's, Orsett, Orsett Hamlet, Laindon Hills otherwise Langdon Hill otherwise Layndon on the Hill, Dunton, Laindon, Leigh Chapel, Lee Chapel, Horndon otherwise Horndon on the Hill, West Horndon, Stanford le Hope, Mucking, Fobbing, Corringham, Vange, Pitsea, Basildon otherwise Bassildon, Bowers Gifford, South Benfleet, North Benfleet, Thundersley, Hadleigh otherwise Hadley, Canvey, Leigh otherwise Lee, Eastwood, Prittlewell, Melton Hamlet, Southchurch, Southshoebury, Southend, Upper Southend otherwise New Southend, all in the county of Essex.

And it is also intended by the said Act or Acts to authorize the construction and maintenance of a branch railway from and out of the said intended railway, diverging from such intended railway at or near to the site of the old mill called "Ockendon Mill," in the said parish of North Ockendon, in the county of Essex, and terminating at or near to a place called "Tilbury Fort," either in the parish of Chadwell Saint Mary's or West Tilbury, or both of them, in the said county of Essex, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Great Warley, Little Warley, Cranham, North Ockendon, South Ockendon, Stifford, Orsett, Orsett Hamlet, Gray's Thurrock, Little Thurrock, West Thurrock, Purfleet, Aveley, Horndon otherwise Horndon on the Hill, West Horndon, East Horndon, Stanford le Hope, Mucking, Chadwell otherwise Chadwell Saint Mary's, West Tilbury, and East Tilbury, all in the county of Essex.

And it is intended by the said Act or Acts to authorize the construction and maintenance of another branch railway, diverging out of and from the said intended railway, at or near to Southend, in the parish of Prittlewell, in the said county of Essex, and terminating at or near to a place called Wallasea Ness, at or near to the banks of the river Roach otherwise the river Crouch otherwise Broomhill river, in the parish of Paglesham otherwise Packlesham, in the said county of Essex, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, Prittlewell, Southend, Upper Southend, Lower Southend, Melton Hamlet, Southchurch, South Shoebury, North Shoebury, Shopland, Eastwood, Sutton, Rochford, Great Stamburidge, Little Stamburidge, Barling, Hawkwell otherwise Hawkeswell, Ashingdon, Canewdon, and Paglesham, all in the said county of Essex.

And it is intended to apply for power in the said Act or Acts to deviate in the construction of the said railway or railways so to be made, to the extent of one hundred yards on either side of the line or lines thereof, laid down or intended to be laid down on the plans to be deposited as herein-after mentioned, except where the intention to deviate to a greater or less extent shall be denoted on the said plans.

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

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

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

And it is further intended by such Act or Acts to enable the company thereby to be incorporated to sell or let or transfer the said intended railway, extension or extensions, branch or branches, rail ways and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to any railway or other company, and to enable any railway or other company to purchase, or rent, or construct the same, or any part thereof, and to exercise such powers, or any of them; and also to raise and to contribute funds towards the construction, maintenance, and use of the said intended railway or railways, branch railways, and works, and to guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect such arrangements in reference to the objects aforesaid as may be mutually agreed on between any other railway or other company, and the company to be incorporated as aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said intended railway or railways, extension or extensions, or branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of 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 or railways, extension or extensions, branch railways and works, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November, one thousand eight hundred and forty-five.

*Pering Minet, and Smith,*  
*Laurence Pountney-place,*  
*Chauntler and Westwood,*  
*Gray's-Inn-square,*

Solicitors  
for  
the Bill.

#### Chelmsford and Bury Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Eastern Counties Railway at or near to a certain bridge or viaduct which carries

and continues the line of the same railway across the river Chelmer, either in the parish of Springfield or Chelmsford, or both of them, in the county of Essex, and terminating by a junction with the Norfolk Railway, either at or near to the station of the same railway, in the borough of Thetford, in the county of Norfolk, or at or near to a certain bridge or viaduct which carries or continues the road leading from Thetford aforesaid to Croxton, across the said Norfolk Railway, in the said borough of Thetford; and which said railway or railways, and works, will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Chelmsford, Moulsham, Springfield, Great Baddow otherwise Baddow Magna, Writtle, Widford otherwise Widforde, Broomfield, Chignall otherwise Chignall Saint James, Chignall Smealey, Boreham, Hatfield Peverel, Hatfield-green, Little Waltham otherwise Waltham Parva, Great Waltham or Much Waltham otherwise Waltham Magna, Little Leighs otherwise Leighs Parva, Great Leighs otherwise Leighs Magna, Chatley, Fuller-street, Fairsted otherwise Fristed, Felsted, Pleshey, Terling otherwise Tarling, Black Notley, White Notley, Row-green, Rayne otherwise Rayne Parva, Cressing, Braintree, Panfield otherwise Panfeylde, Bocking, High Garrett, Stisted, Gosfield otherwise Gosfeyld, Earl's Colne, Halstead, The Holy Trinity in Halstead, Pebmarsh, Little Maplestead, Great Maplestead, Gestingthorpe, Colne Engaine, White Colne, Bures Hamlet otherwise Mount Bures, Wickham Saint Paul, Twinstead, Alphonstone, Lammarsh, Henny, Great Henny, Little Henny, Middleton, Bulmer, Ballingdon otherwise Ballingdon-cum-Brundon, Belchamp Walter, Belchamp Otton, Belchamp St. Paul's, Belchamp North Wood, Belchamp North End, Borley, Great Cornard otherwise Great Cornard, Little Cornard otherwise Little Cornard, and part of the borough of Sudbury, all in the county of Essex; the town and borough of Sudbury, Saint Peter in the town and borough of Sudbury, Saint Gregory in the town and borough of Sudbury, All Saints in the two and borough of Sudbury, Saint Bartholomew-priory and St. Bartholomew in the town and borough of Sudbury, Great Cornard otherwise Great Cornard, Little Cornard otherwise Little Cornard, Chilton, Acton, Newton otherwise Newton juxta Sudbury, Great Waldingfield, Little Waldingfield, Edwardstone, Long Melford, Glemsford, Stanstead, Kedington or Kitton Hamlet, Lavenham, Brent Eleigh, Preston, Thorp Morieux, Shimpling, Alpheton, Cockfield, Felsham, Lawshall, Stanningfield otherwise Stanfield, Hartest, Bradfield Combust, Bradfield Saint Clare, Bradfield Saint George, Gedding, Whelnetham Magna otherwise Great Whelnetham; Whelnetham Parva otherwise Little Whelnetham, Sicklesmere, Felsham, Nowton otherwise Newton, Hardwick, Hawstead, Thurston, Westley, Rushbrooke, Rougham, Great and Little Horningsheath, Horse Croft, Saint Mary, Saint Peter's, Saint Saviour's, Saint James and Saint John's, all in the borough of Bury Saint Edmund's, Bury Saint Edmund's, and Guildhall lands, and Rushbrook Charity lands, in the said borough of Bury Saint

Edmund's, Fornham Saint Martin, Fornham All Saints, Fornham Saint Genovieve, Risby, Barton otherwise Great Barton, Hengrave, Timworth, Ingham, Culford otherwise Colsford, North Stow, West Stow, otherwise Westow, Lackford, Flempton, Chimney-mills, Wordwell, Icklingham All Saints, Icklingham Saint James, Ampton, Little Livermere, Great Livermere, Troston, Fakenham Magna otherwise Great Fakenham, Fakenham Parva otherwise Little Fakenham, Rymer, Rymer-point, Euston, Barnham, Barnham Saint Martin, Barnham Saint Gregory, All Saints, Rushford otherwise Rushforth, Elvedon otherwise Elveden otherwise Elvdon otherwise Eldon otherwise Elden, Honnington otherwise Hunnington, Saint Mary and Saint Cuthbert in the town and borough of Thetford, the town and borough of Thetford, lands belonging to or inter-common to the parish of Saint Mary in the town and borough of Thetford, and the parish of Barnham otherwise Barnham Saint Gregory otherwise Barnham Saint Martin, all in the county of Suffolk; the town and borough of Thetford, Saint Peter in the town and borough of Thetford, Saint Cuthbert in the town and borough of Thetford, Saint Mary in the town and borough of Thetford, extra-parochial lands called Great and Little Snarehill, Kilverston otherwise Kilverstone, Croxton, Brettingham otherwise Brettenham, Rushford otherwise Rushworth, and Riddlesworth, all in the county of Norfolk.

And also to authorize the construction and maintenance of a branch railway diverging out of and from the said intended railway, in the said town or borough of Thetford, at or near the road there leading from Thetford aforesaid to Norwich, and terminating by a junction with the Norfolk Railway, on the east side of the road leading from Thetford to Croxton, in the said parish of Thetford Saint Peter; and which said branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Thetford Saint Cuthbert and Trinity, and Thetford Saint Peter and Saint Nicholas, in the said borough of Thetford.

And also to authorize the construction and maintenance of another branch railway from the said intended railway, commencing at or near a place called Eastgate Grange, either in the parish of Saint James, Saint John's, or Saint Saviour's, in the borough of Bury Saint Edmunds aforesaid, and terminating by a junction with the Ipswich and Bury Saint Edmund's Railway, at or near a certain place called the Northgate, in the said borough of Bury Saint Edmunds; and which said branch railway will pass from, in, through or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Saint James, Saint Mary, Saint Peter's, and Saint Saviour's, in the said borough of Bury Saint Edmund's.

And also to authorize the construction and maintenance of another branch railway, commencing at or near Eastgate Grange aforesaid, and terminating by a junction with the said Ipswich and Bury Saint Edmunds Railway, on the north side of Eastgate

Grange aforesaid, and in the said borough of Bury Saint Edmunds, and which other branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Saint Mary, Saint Peter's, Saint Saviour's, Saint James, and Saint John's, in the said borough of Bury Saint Edmunds.

And also to authorize the construction and maintenance of another branch railway from the said intended railway, commencing at or near a certain farm called Slough-farm, near Lavenham, in the parish of Lavenham aforesaid, and county of Suffolk, and terminating by a junction with the Ipswich and Bury Saint Edmunds Railway, at or near a certain farm, called Boards-farm, either in the parish of Haughley or Old Newton, in the said county of Suffolk, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Lavenham otherwise Lanham, Alpheton, Thorp Morieux, Preston, Brent Eleigh, Monks Eleigh, Chelsworth, Bildeston otherwise Bilston, Kettlebaston, Hitcham, Whattisham, Brettenham, Little Finborough otherwise Finbarow Parva, Felsham otherwise Falsham, Gedding, Buxhall, Great Finborough otherwise Finbarow Magna, Rattlesden otherwise Rattelden, Combs, Onehouse, Shelland, Harleston Wetherden, Stowmarket otherwise Stow, Chilton-hamlet, Stow Upland, Creeting All Saints otherwise Creeting Saint Peter otherwise West Creeting, Creeting Saint Olaves otherwise Saint Olaves Creting, Creeting Saint Mary otherwise Saint Mary Creting, Stoneham Parva otherwise Little Stoneham, Earl Stoneham otherwise Earl Stonham, Gipping, Old Newton otherwise Gipping Newtown, and Haughley otherwise Hawley, all in the said county of Suffolk.

And also to authorize the construction and maintenance of another branch railway, diverging from and out of the said intended railway, commencing at or near the south side of the town of Braintree, in the parish of Braintree, in the county of Essex, and terminating at or near the basin of the Chelmer and Blackwater Navigation, in the parish of Heybridge, in the said county of Essex, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Braintree, Bocking, Black Notley, Row-green, White Notley, Bradwell next Coggeshall, Cressing, Rivenhall, Fairsted, Faulkourn, Terling, Witham, Chipping-hill, Great Braxted, Little Braxted, Wickham otherwise Wickham Bishops, Hatfield Peverel, Ulting, Great Totham, Broad-street-green otherwise Broad-street-green hamlet, Little Totham, Langford, Woodham Walter, Woodham Mortimer, Heybridge, Beeligh otherwise Bileigh otherwise Beeleigh-Abbey, Goldhanger, Mundon, Hazeleigh, Little Maldon, All Saints Maldon, Saint Peters Maldon, and Saint Mary Maldon, all in the said county of Essex.

And also to authorize the construction and maintenance of another branch railway from the last-mentioned branch railway, commencing by a junc-

tion therewith, at or near the north side of the village of Chipping-hill, in the parish of Chipping-hill or Witham, in the county of Essex, and terminating by a junction with the Eastern Counties Railway, at or near the west side of the Witham station thereof, in the said county of Essex, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some or one of them, that is to say, Faulkourn, Chipping-hill, and Witham, all in the said county of Essex.

And also to authorize the construction and maintenance of another branch railway from the said branch railway from Braintree to Heybridge, commencing at or near the Union Workhouse in Witham or Chipping-hill aforesaid, and terminating by a junction with the said Eastern Counties Railway, near a certain place called Blount's Hall, in the said parishes of Witham or Chipping-hill, or one of them, and passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or one of them, that is to say, Chipping-hill and Witham, in the said county of Essex.

And it is intended to apply for power, in the said Act or Acts, to deviate in the construction of the said railway or railways so to be made, to the extent of one hundred yards on either side of the line or lines thereof laid down or intended to be laid down on the plans to be deposited as hereinafter mentioned, except where the intention to deviate to a greater or less extent shall be denoted on the said plans.

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

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

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

And it is further intended by such Act or Acts, to enable the company thereby to be incorporated to sell, or let, or transfer, the said intended railway or railways, extension or extensions, branch or branches, railways and works, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, to any rail-

way or other company; and to enable any railway or other company to purchase, or rent, or construct the same, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways, branch railways, and works, and to guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect such arrangements in reference to the objects aforesaid, as may be mutually agreed on between any other railway or other company and the company to be incorporated as aforesaid.

And notice is hereby further given, that duplicate plans and sections of the said intended railway or railways, extension or extensions, or branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with the books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Essex, at his offices in Chelmsford, in the said county of Essex; and with the Clerk of the Peace for the county of Suffolk, at his offices in Bury Saint Edmunds, in the said county of Suffolk; and with the Clerk of the Peace for the county of Norfolk, at his offices in Aylsham, in the said county of Norfolk; 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 or railways, extension or extensions, branch railway or railways, and works, are intended to be made, will be deposited on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November, one thousand eight hundred and forty-five.

*Chauntler and Westwood, Gray's-Inn-square,*  
Solicitors for the Bill.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Leeds and Bradford Railway, passed respectively in the eighth year of the reign of Her present Majesty and in the last session of Parliament, and also of "The Leeds and Thirsk Railway Act, 1845," and to enable the Leeds and Bradford Railway Company incorporated by the said first-mentioned Act, either alone or jointly with the said Leeds and Thirsk Railway Company incorporated by the last-mentioned Act, to make and maintain the following lines of railway, or some of them, or some part or parts thereof respectively, with proper works and conveniences connected therewith, and approaches thereto respectively, that is to say,—

First. A railway commencing by a junction with the line of the Leeds and Bradford Railway as at present in course of construction, in and near the

boundary of the township of Shipley, in the parish of Bradford, or in the adjoining township of Idle, in the parish of Calverley, all in the west riding of the county of York; thence to pass from, through, or into the several parishes, townships, and extra-parochial places of Bradford, Shipley, Calverley, Idle, Guiseley, Baildon, Esholt, Hawkesworth, Menstone, Otley, Bramhope, Brearey, Pool, Addle, Addle-cum-Eccup, and Arthington, all in the west riding of the county of York, and terminating by a junction with the Parliamentary line of the Leeds and Thirsk Railway as at present authorized to be made, at a point in the township of Arthington, and in the parish of Addle aforesaid.

Second. A railway from and out of the said first-mentioned intended new line of railway, to commence in the township of Menstone, in the parish of Otley, in the said west riding, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Otley, Menstone, Burley, Ilkley, Nessfield with Langbar, Middleton, and Addingham, all in the said west riding, or some of them; and to terminate at a point in the town of Addingham, in the township and parish of Addingham aforesaid, with a branch out of the said first herein before-mentioned new line of railway, commencing in the said township of Otley, or in the adjoining township of Guiseley aforesaid, to unite with the said secondly herein before-mentioned new line of railway, in the township of Menstone aforesaid, or in the adjoining township of Guiseley aforesaid; the whole of which branch railway will be within the said townships of Otley, Menstone, and Guiseley, and in the said parishes of Otley and Guiseley, or some or one of them; or otherwise with a branch as an alternative branch line out of the said firstly herein before-mentioned new line of railway, commencing in the said township and parish of Otley, to unite with the said secondly herein before-mentioned new line of railway, in the said township of Burley, and parish of Otley, the whole of which said alternative branch railway will be within the said townships of Otley and Burley, and in the parish of Otley aforesaid.

And it is proposed by the said intended Act or Acts to authorize and empower the Leeds and Bradford Railway Company, and the Leeds and Thirsk Railway Company, or one of them, to raise a further sum of money.

And it is further proposed by the said intended Act or Acts to take powers to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, or some of them; to levy tolls, rates, and duties in respect of the use of the said intended new lines of railway, branches, and works, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient; and to vary or extinguish all existing rights or privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended new works, and to confer other rights and privileges.

And it is also intended to obtain powers by the said proposed Act or Acts, to stop up, alter, or divert all such railways, turnpike and other roads,

public streets, canals, and navigable and other rivers, which it may be necessary or expedient to stop up, alter, or divert, in the construction of the said intended new lines of railway, branches, and works, within the parishes, townships, and extra-parochial places hereinbefore mentioned, or some of them.

And it is further proposed by the said intended Act or Acts to enable the said Leeds and Bradford Railway Company, either alone or jointly with the Leeds and Thirsk Railway Company, to grant a lease of the said intended railways, branches, and works, and the tolls to be taken for the use thereof, to the Midland Railway Company; and to authorize the Midland Railway Company to accept such lease, at such rent, and upon and subject to such terms and conditions as may be mutually agreed on; and in pursuance thereof to use and work the said intended railways and branches, and to take tolls in respect thereof.

Notice is hereby also given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the lines and levels of the said intended new railways, branches, and works, and describing also the lands proposed to be taken for the several purposes aforesaid, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the west riding of the county of York, at his office in Wakefield, in the said west riding; and with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, at his office at Otley, in the said west riding; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the said new lines of railway, branches, and works, are intended to pass or be made, will be deposited with the parish clerk of every such parish, at his place of abode.

Dated this third day of November, one thousand eight hundred and forty-five.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies for the purpose of making and maintaining a railway, with all proper works, stations, communications, approaches, wharfs, landing places, and other conveniences connected therewith, commencing by a junction with the Eastern Counties Railway, at or near a certain grove called Brockley Grove, in the parish of Hutton, in the county of Essex, near the turnpike road leading from Brentwood to Billericay, in the same county, and passing thence from, in, through, or into the several parishes, townships, hamlets, extra-parochial or other places following, that is to say, Hutton, Shenfield, Mountnessing otherwise Mountneysing, Buttsbury, Billericay, Great Burstead otherwise Great Burghstead, Ramsden Crays, Ramsden Bellhouse, Downham, South Hanningfield otherwise South Hanningville, Wickford, Runwell, Rawreth, Rayleigh otherwise Rayley, Hockley, Eastwood, Leigh, Hawkwell other-

wise Hawkeswell, Rochford, Sutton, Shopland, Southchurch, Milton otherwise Middleton, Prittlewell, and Southend, or some of them, all in the said county of Essex, and terminating at or near low water mark on the shore opposite Southend aforesaid, in the parish of Prittlewell, and hamlet of Milton otherwise Middleton, or one of them, in the county of Essex: And also for the purpose of making and maintaining a branch or extension railway from and out of the said intended new line of railway hereinbefore mentioned, with all proper works, stations, communications, approaches, wharfs, landing places, and other conveniences connected therewith, commencing at or near to a certain lane or way called Tinker's Lane, in the said parish of Eastwood, at or near the southern entrance of the town of Rochford, in the county of Essex, and thence passing from, in, through, or into the several parishes, townships, hamlets, extra-parochial, or other places, of Eastwood, Rochford, Sutton, Shopland, Barling, Great Wakering, Little Wakering, North Shoebury, South Shoebury, and Southchurch, or some of them, all in the said county of Essex, and terminating at or near low water mark on the shore between two places called or known by the respective names of Rye Gut and Knock Swin, in or adjoining to the parishes of South Shoebury and Southchurch, or one of them, in the said county of Essex: And also for the purpose of making, constructing, and maintaining, one or more convenient pier or piers, jetty or jetties, at the terminus of the said intended railway and branch or extension railway respectively, with all necessary wharfs, landing places, approaches, and other works and conveniences connected therewith.

And notice is hereby further given, that in the said Bill or Bills powers will be applied for to make lateral deviations in the line or lines laid down on the plans hereinafter-mentioned, to the extent thereon defined, and also to stop up, alter, extend, enlarge, or divert, either temporarily or permanently, all such turnpike and other roads, highways, and other ways, rivers, streams, and watercourses, within the parishes, townships, hamlets, and extra-parochial or other places aforesaid, or any of them, as may be necessary, for the purposes of such railway and branch or extension railway, and works connected therewith, or any of them; and also to levy tolls, rates, and duties in respect of the use of the said railway and branch or extension railway respectively, and to grant exemptions from payment of such tolls, rates, or duties, as to such company may seem meet; and also for the compulsory purchase of lands, houses, and other property required for the purposes aforesaid, or any of them, and to vary or extinguish all existing rights or privileges connected with such lands, houses, or other property, which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway and branch or extension railway, and the works connected therewith respectively, and the lands and property to be authorized to be taken for the purposes thereof, to-

gether 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 respectively, 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 Essex, at his office at Chelmsford, in the said county of Essex; and that a copy of such plans, sections, and books of reference, together with a published map to a scale of not less than half an inch to a mile, with the line of the said railway and branch, or extension railway, delineated thereon, so as to show their general course and direction, will, on or before the same day, be deposited in the office of the Railway Department of the Board of Trade; and also that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the proposed railway and branch or extension railway, or either of them, or the works connected therewith, are intended to pass or be situate, will be deposited for public inspection with the parish clerk of each such parish, at his residence.

Dated this sixth day of November, 1845.

*George Shaw*, Billericay.

*Yates and Turner*, Parliamentary Agents,  
Great George Street,  
Westminster.

[Huddersfield and Manchester Railway and Canal,  
(Bradford Branch.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, extend, and enlarge, or to repeal the powers and provisions of "The Huddersfield and Manchester Railway and Canal Act, 1845," and to authorize the Huddersfield and Manchester Railway and Canal Company, incorporated by the said Act; to make and maintain a railway with proper works, approaches, and conveniences connected therewith, commencing by a junction with the proposed main line of the said Huddersfield and Manchester Railway, authorized by the said Act, at or near Colne Bridge, in the township of Huddersfield, in the parish of Huddersfield, and terminating at the Leeds and Bradford Railway, in the town of Bradford, all in the West Riding of the county of York, or at some intermediate point between the said two places of commencement and termination, which said intended railway and works 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, Dewsbury, Birstal, Bradford, Bradley, Hartshead, Clifton, Hartshead-cum-Clifton, Liversedge, Robert Town, High Town, Little Town, Mill Bridge, Heights, Cleckheaton, Scholes, Oakenshaw, Hartshead Moor, Wike, North Bierly, Bierly, Wibsey, Low Moor, Bowling Horton, Great Horton, and Manningham, all in the West Riding of the county of York.

And it is also intended by such Act or Acts to take powers to stop up, alter, or divert, whether

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

And it is further intended by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges, and to authorize and enable the said Huddersfield and Manchester Railway and Canal Company to purchase lands and houses, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said intended railway and works, and to grant certain exemptions from the payment of tolls, rates, and duties. And it is further proposed by the said intended Act or Acts, to enable the said Huddersfield and Manchester Railway and Canal Company to raise a further sum or sums of money for all or any of the purposes aforesaid.

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

Dated this first day of November, 1845.

*Worthington, Earle, and Berry,* } Joint Solicitors.  
*Bagshaw, Stevenson, and Lycett,* }

#### Sunderland Dock.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for making, erecting, constructing, and maintaining a wet dock or docks, with an entrance or entrances from the river Wear, and with one or more outlet or outlets into the sea, in or near to Hendon Bay, with one or more pier or piers extending into the sea there, and with proper basins, sluices, cuts, channels, locks, gates, feeders, bridges, quays, wharfs, staiths, warehouses, roads, approaches, communications, and other works and conveniences connected therewith respectively, which said dock or docks, entrance or entrances,

outlet or outlets, pier or piers, basins, sluices, cuts, channels, locks, gates, feeders, bridges, quays, wharfs, staiths, warehouses, roads, approaches, communications, and other works and conveniences; will be situate at or near to the entrance of the port or haven of Sunderland, on the south side of the river Wear, and will be made in and pass from, through, or into the several parishes and townships of Sunderland near the Sea, and Bishopwearmouth, in the county of Durham, or one or both of them.

And notice is hereby also given, that it is intended to apply for powers by the said Act or Acts to cause the said sea and river Wear, or the waters flowing to or from the same respectively, to flow and proceed, or be diverted into and supply, the said intended dock or docks, and other works, and that, notwithstanding the said sea or river, or the waters flowing from the same respectively, do or may, or otherwise would, flow into and supply the said port or haven of Sunderland, or into or supply the Wearmouth dock or basins belonging thereto; and also, if needful, to deepen the beach and bed of the said river at all or any place or places near or leading to the entrance or entrances of the said intended dock or docks, in the said several parishes and townships or one of them, and to preserve such parts of the said river so to be deepened, and for that purpose to erect and use all necessary apparatus and works.

And notice is hereby also given, that it is proposed by the said intended Act or Acts to take powers for erecting, making, constructing and maintaining groynes or jetties, at certain place or places on the sea shore, and extending into the said sea, in the said parishes and townships of Sunderland near the Sea and Bishop Wearmouth respectively aforesaid, or one or both of them, above, between, or beyond high and low water mark or otherwise, for the collecting of sand, ballast, gravel, or other material or matter which may be washed up by the sea or otherwise deposited there or near thereto, and powers to deposit sand, ballast, gravel, or other materials or matter over the banks, quays, piers, or sides of the said dock or docks, groynes or jetties, and along the sea-shore in a southerly direction for such distance in the said parishes and townships of Sunderland near the Sea and Bishop Wearmouth respectively aforesaid, as shall be defined on the plans to be deposited as hereinafter mentioned; and to prevent by such groynes or jetties, or by other means, such sand, ballast, gravel, or other material or matter from being swept away by the action of the sea or otherwise; and in order to carry out the objects and purposes aforesaid, it is also proposed to alter and in part repeal so much of a certain Act of Parliament passed in the eleventh year of the reign of his Majesty King George the Fourth, intituled "An Act for the improvement and preservation of the River Wear, and port and haven of Sunderland, in the county palatine of Durham;" and also so much and such parts of an Act passed in the fifty-fourth year of the reign of King George the Third, chapter 159, and of any other Act or Acts as relate to the prohibitions and restrictions therein respectively contained, relative to the casting, placing, unloading,

discharging, or depositing ballast or other materials or matter within the limits of the said intended works, or which would in any manner limit, impede, or interfere with the erecting, constructing, and maintaining the said docks, basins, piers, or works, or any of the objects or purposes aforesaid, and to enact or not to enact, as may be found expedient, other provisions in lieu of such part or parts of the said several Acts or any of them so to be repealed or altered.

And notice is hereby also given, that it is proposed by the said intended Act or Acts to take powers to incorporate a company or companies for the purpose of making, constructing, maintaining, working, and using the said dock or docks and other works, and for carrying out the objects and purposes aforesaid, and powers to take and levy tonnage, or other rates or duties, upon or in respect of ships and vessels using or entering such intended dock or docks, basins, piers, and other the intended works, and to take and levy staith, wharfage, or other rates or duties, for coals, coke, lime, ballast, goods, wares, and merchandize, articles, matters, and things, to be loaded or put on board, or landed or delivered, from, upon, or in the said dock or docks, or any of the quays, staiths, wharfs, or works to be made and erected under the powers and authorities to be granted by such intended Act or Acts, or for removing, carrying away, and depositing ballast, sand, gravel, or other materials or matter, to be landed or delivered in the said dock or docks, or other the intended works, and to take and levy other rates, tolls, and duties, in respect of the use of the said intended works, or otherwise, and also to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, or other rights or privileges.

And notice is hereby also given, that it is proposed by the said intended Act or Acts, to take powers to make bye-laws, orders, and regulations, for the good government of all ships, barges, keels, lighters, and other vessels, entering or using the said dock or docks, and other intended works, and with powers for taking, using, and appropriating the sea shore and part of the said River Wear, either above, between, or below high and low-water marks, within the said parishes and townships aforesaid, or one of them, and also powers for the compulsory purchase of lands and houses required for the purposes of the said intended works, and to vary, repeal, or extinguish, all existing rights and privileges connected with the said sea shore, river, houses, and lands so proposed to be taken, used, appropriated, or purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said dock or docks, and other intended works, and to confer other rights and privileges.

And also it is intended to take powers to make deviations from the line or lines of the said intended dock or docks, entrance or entrances, outlet or outlets, undertakings and works, as laid down on the plans to be deposited as hereinafter mentioned in the construction thereof respectively, to the extent or within the limits to be defined upon the said plans, and all which deviations are

intended to be confined and made, solely in the said parishes and townships of Sunderland near the Sea and Bishop Wearmouth respectively aforesaid.

And also powers to stop, cut off, divert, alter, take, and appropriate, such parish, township, or other roads, highways and ways, brooks, streams, rivers, waters, railways and tramways, and to make or substitute, or not to make or substitute, others in lieu thereof respectively, all within the said parishes and townships, or either of them, as may be required to be stopped up, cut off, diverted, altered, taken, appropriated and made, or substituted respectively in the making or constructing of the several works so intended to be made and constructed, as hereinbefore is mentioned or referred to, or any of them.

And notice is hereby also given, that it is proposed by the said intended Act or Acts to enable the Newcastle and Darlington Railway Company to take shares in and subscribe for or towards the making and maintaining, working and using, the said dock or docks, and other works, and any part or parts thereof, and for that purpose to enable the said railway company to raise a further sum or sums of money, either by mortgage or by the creation of new shares, or by such other means as may be deemed expedient; and for such purposes, and so far as may be necessary to amend, extend, and enlarge the powers and provisions of the Act relating to the said railway company, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, and also the powers and provisions of the several Acts relating to the same railway company therein recited or referred to.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, as respectively required by the standing orders of Parliament, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and houses in or through which the said intended works are proposed to be made and maintained, will be deposited with the clerk of the peace for the said county of Durham, at his office in the city of Durham, on or before the thirtieth day of November instant; and that, on or before the thirty-first day of December next, a copy of the said plans, sections, and books of reference, will be deposited with the respective parish clerks of the said parishes and townships of Sunderland near the Sea and Bishop Wearmouth, at the respective places of abode of such parish clerks.

Dated the fifth day of November, 1845.

*J. J. and G. W. Wright,*  
Sunderland, Solicitors.

Midland Union, Burton-upon-Trent, Ashby-de-la-Zouch, and Leicester Railway—(With a diverging line to the Trent Valley Railway at Atherstone.)

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

construction and maintenance of the railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper works and conveniences connected therewith, that is to say, a railway or railways commencing by a junction with the Derby and Birmingham line of the Midland Railway, near to the town of Burton-on-Trent, in the parish of Burton-on-Trent, in the county of Stafford, and uniting in the same parish and county with certain other projected railways, if the same or any of them shall be sanctioned by Parliament, passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Burton-upon-Trent, Horninglow, Burton-extra, Bond-end, Braunstone, Branston otherwise Branson Tatenhill, or some of them, in the county of Stafford (or some part or parts thereof being in the county of Derby); Burton-upon-Trent, Winst-hill, Stapenhill, Drakelow, Walton-upon-Trent, Roliston, Stanton and Newhall, Cauldwell, Stanston Newhall, Repton, Bretby, Newton Solney, Church Gresley, Linton, Castle Gresley, Swad-lincote, Hearthcote, Wooden Box, Hartshorn, Bris-lincote, Smisby otherwise Smithsby, Bondary otherwise Burton road, Willesley, Oakthorpe, Donisthorpe, Stretton-en-le-Field, Measham, Packington, Ashby Woulds, or some of them in the county of Derby (or some part or parts thereof, being in the counties of Leicester and Stafford, or one of them); the Potteries, Butt House, Blackfordby, Prestop Park, Boothorpe, Kilwardy, Moira, Seal, Ashby-de-la-Zouch, Packington, or some of them, in the county of Leicester (or some part or parts thereof being in the county of Derby); Stony House, Normanton on the Heath, Tempe, Swepston, Snarestone, Swepstone with Snarestone, Newton Burgoland, Nethercote, Heather, Ibstock, Nailstone, Odstone, Shakerstone, Odstone Hill, Congerstone, Carlton, Barton in the Beaus, Barlestone, Wellsborough, Coton, Far Coton, Near Coton, Bosworth, Market Bosworth, Osbaston, Newbold Verdun, Naneby, Brascote, Cadeby, Kirkby, Kirkby Mallory, Peckleton, Bassett House, Knoll House, Peckham, Shenton, Sutton Cheney, Sutton Charnell, Sutton Charnall, Stapleton, Dadlington, Hinckley, Earl Shilton, Barwell, Elmesthorpe, Normanton, Normanton Turville, Bracknells, Tooley, Thurlaston, Croft, Stoney-Stanton, Potter's Marston, Huncote, Cosby, Copt-Oak, Blaby, Countesthorpe, Whetstone, Narborough, Enderby, Thorpe Parva otherwise Little Thorpe, Aylestone otherwise Aylston, Glen, Little Glen otherwise Glen Parva, Lubbes-thorpe, Wigston Magna otherwise Great Wigston, Knighton, Saint Margaret's Leicester, South Fields, and Saint Mary's Leicester, or some of them, in the county of Leicester; and terminating by a junction with the Midland Counties line of the Midland Railway in the parish of Wigston Magna otherwise Great Wigston, or by a junction with the said last-mentioned railway in the town-ship of Knighton, in the parish of Saint Margaret Leicester, in the county of Leicester, and also uniting in the said parish of Great Wigston other-wise Wigston Magna, in the said county of Lei-

cester, with certain other projected railways, if the same, or any of them, shall be sanctioned by Parliament; or in the event of the projected Leicester and Birmingham Railway being sanctioned by Parliament, forming a junction therewith in the aforesaid parishes of Narborough and Croft, or one of them, in the said county of Leicester.

Also a railway or railways commencing at a point on the before-mentioned intended line or lines of railway, in the aforesaid parishes of Narborough and Croft, or one of them, in the county of Leicester aforesaid, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial and other places of Huncote, Narborough, Croft, Potters Marston, Barwell, Thorpe Parva or Little Thorpe, Cosby, Sutton in the Elmes, Primethorpe, Leire, and Broughton Astley, in the county of Leicester, or some of them; and terminating by a junction with the Midland Counties line of the Midland Railway, in the parish of Broughton Astley aforesaid, in the said county of Leicester.

And also a railway or railways commencing at a point on the first before-mentioned intended line or lines of railway in the parish of Market Bosworth, in the county of Leicester, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial and other places of Market Bosworth, Osbaston, Carlton, Barton in the Beaus, Nailstone, Barlestone, Bagworth, Ibstock, and Thornton; and terminating by a junction with the Leicester and Swannington Railway in the town-ship of Bagworth, in the parish of Thornton, in the county of Leicester.

And also a railway or railways commencing at a point on the first before-mentioned intended line or lines of railway in the said parishes of Barwell and Kirkby Mallory, or one of them, in the said county of Leicester, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial and other places of Barwell, Stapleton, Earl Shilton, Kirkby-Mallory, Sutton-Cheney, Dadlington, Stoke-Golding, Hinckley, Shenton, Market-Bosworth, Fenny Drayton, the White Moors, Upton, Sibson, Atterton, Ratcliffe-Culey, Sheepy Magna, Lindley, Higham-on-the-Hill, Witherley, the Mythe, or some of them, in the county of Leicester; Mancetter, Atherstone, Merevale, Whittington and Grendon, or some of them, in the county of Warwick; and terminating by a junction with the Trent Valley Railway, at or near the town of Atherstone, in the said parish of Mancetter and county of Warwick.

And it is also intended to take powers to construct certain short branch railways within the parishes, townships, and extra-parochial or other places of Newhall, Church Gresley, Castle Gresley, Swadlingcote, Hearthcote, Hartshorn, Willesley, Donisthorpe, Seal, Moira, Ashby Woulds, Boothorpe, Blackfordby, and Ashby-de-la-Zouch aforesaid, or some of them, in the aforesaid counties of Derby and Leicester, or one of them, which will be defined in the plans and sections to be deposited as hereinafter mentioned for the purpose of connecting the said first-mentioned intended railway or railways with the several collieries, or some of

them adjoining or near to the same, in the said parishes, townships, and places respectively, or some of them.

And it is proposed by the said intended Act or Acts to take powers for altering, diverting, or stopping up, whether temporarily or permanently, within the parishes, townships and places aforesaid, or some of them, all roads, highways, streams, canals, rivers, railways, pipes, sewers, and aqueducts, which it may be necessary to stop up, alter, or divert, for the construction and maintenance of the said intended railways and branch railways respectively, or any of them; and also to incorporate a company for carrying into effect the purposes aforesaid, with powers for the compulsory purchase of lands and houses, and for the levying tolls, rates, and duties, in respect of the use of the said intended railways and branch railways, and with powers also to sell or lease such railways and branch railways, or any of them, to the Midland Railway Company, and to the London and Birmingham Railway Company, or either of them, or to any other railway company or companies whose railway or railways may be in connexion with the said intended railways, or any of them, or to amalgamate and become incorporated with such company or companies, and to enable the said companies, or any or either of them, to purchase or rent the same, and to exercise and enjoy all or any of the powers in relation thereto, which may be conferred on the company so to be incorporated as aforesaid.

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

And notice is hereby further given, that plans and sections, describing the line or lines and levels of the said intended railways and branches respectively, and the situation of the lands proposed to be taken for the purposes thereof, together with books of reference thereto, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said county of Stafford, at his office at Stafford; with the Clerk of the Peace for the said county of Derby, at his office at Chesterfield; with the Clerk of the Peace for the said county of Leicester, at his office at Leicester; with the Clerk of the Peace for the said county of Warwick, at his office at Stratford-on-Avon; and at the office of the Railway Department of the Board of Trade. And that, on or before the thirty-first day of December next, copies of so much of the said plans, sections, and books of reference, as relate to the several parishes in or through which the said proposed railways and branch railways respectively, and the works connected therewith, are proposed to pass or be made, will be deposited with the parish clerks of such parishes at their respective residences.

Dated the first day of November, 1845.

*S. S. Baxter, Solicitor, Atherstone.*

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to enable the Hull and Selby Railway Company to demise or lease, for any term or number of years, and also to sell, dispose of, and absolutely to make over and convey to the York and North Midland Railway Company, and the Manchester and Leeds Railway Company, or either of them, the railway and branch railway belonging to them the said Hull and Selby Railway Company, called respectively the "Hull and Selby Railway," and the "Hull and Selby Bridlington Branch Railway," with all the stations, houses, warehouses, buildings, works, lands, and hereditaments connected therewith or thereunto belonging, and all the estate, right, title, interest, conveniences and things in, about, or appertaining thereto or connected therewith, and all other the property and effects, and all the powers and privileges now vested in them the said Hull and Selby Railway Company; and to enable the said York and North Midland Railway Company, and the Manchester and Leeds Railway Company, or either of them, to enter into and accept such lease, and also to make such purchase, and accept an absolute conveyance of the said railways, property, and effects, and to exercise all the powers and privileges now vested in the said Hull and Selby Railway Company, and thenceforth to amalgamate, consolidate, and unite the said Hull and Selby Railway, and the branch and works thereof respectively, with the said York and North Midland Railway and Manchester and Leeds Railway, or either of them, and to enable the said York and North Midland Railway Company, and Manchester and Leeds Railway Company, or either of them, to complete the said Bridlington Branch Railway, and any other works which the said Hull and Selby Railway Company are authorized to construct by any of their Acts, and also to levy and receive the tolls, rates, and duties now payable on or in respect of the said Hull and Selby Railway, and Bridlington Branch Railway, and to exercise all or any of the rights and privileges relating thereto; and, if necessary, to alter, vary, and increase such tolls, rates, and duties, and to grant exemptions from the payment thereof, and to disincorporate and dissolve the said Hull and Selby Railway Company, and for the purposes aforesaid to alter, amend, and enlarge or repeal some of the powers and provisions of the several Acts relating to the said Hull and Selby Railway, and the said Hull and Selby Bridlington Branch Railway, passed in the sessions of Parliament held respectively in the sixth year of the reign of his late Majesty King William the Fourth, and in the sixth and eighth and ninth years of the reign of her present Majesty Queen Victoria; and also of the several Acts relating to the said York and North Midland Railway Company, passed in the sessions of Parliament held respectively in the sixth year of the reign of his said late Majesty King William the Fourth, and in the first, fourth, seventh, and seventh and eighth, and eighth and ninth years of the reign of her said present Majesty; and also the several Acts relating to the said Manchester and Leeds Railway Company, passed in the sessions of Parliament held respec-

tively in the sixth and seventh, and the seventh years of the reign of his said late Majesty King William the Fourth, and in the second and third, and in the fourth, and in the seventh years of the reign of her present Majesty, and in the last session of Parliament; and it is also proposed by the said intended Act to enable the said York and North Midland Railway Company, and Manchester and Leeds Railway Company, or either of them, to raise a further sum of money for the purpose of carrying into effect the several purposes aforesaid or some of them.

Dated this first day of November, 1845.

*Richardson & Gutch,* } York,  
*Henry Newton,*  
*Phillips & Copeman,* Hull,  
Solicitors.

Leicester and Birmingham Railway, with a Branch to Coventry, and other Branches.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act or Acts to authorize the construction and maintenance of the railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper works and conveniences connected therewith, that is to say, a railway or railways, commencing by a junction with the London and Birmingham Railway, in the parish of Sheldon, in the county of Warwick; passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Sheldon, Mackidown otherwise Mackadown, Bickenhill, Hill Bickenhill, Marston Green, Marston Culey, Chelmsley, Bacon's End, Alcott, Coleshill, Wheeley Moor, Colesleys, Maxtock otherwise Maxtoke, Maxstock otherwise Maxstoke, Maxtoke Castle otherwise Maxstock Castle, Maxtock Priory otherwise Maxtoke Priory, Duke End, Shustoke, Over Whitacre, The Dove House, Fillongley, Old Fillongley, The Shawberries, Daw Mill, Slowley Hill, Arley, Ansley otherwise Annesley, Nuthurst Heath, Astley, Stockingford, Whittleford, Haunch Wood, Barr Green, The Abbey, Chilvers Coton, Tuttle Hill, Nuneaton, Attleborough, Wheatcroft, Nuneaton Fields, Stretton Baskerville, Padge Hall Farm, Horeston Grange, or some of them, in the county of Warwick; and the Hydes otherwise the Hydes Pasture, Watling Street, and Hinckley, or some of them, in the said county of Warwick and the county of Leicester, or one of them; Wykin otherwise Wyken, Sketchley, Castle Hills, Hinckley, the borough of Hinckley, Hinckley Bond End, the Outwoods, Burbach otherwise Burbage, Barwell, Aston Flamville, Aston Flamville cum Burbach otherwise Burbage, Burbach otherwise Burbage Common, Sapcote, Hobbsheirs, Elmsthorpe, Stanton Lodge, Earl Shilton, Stoney Stanton, Potter's Marston, Normanton, Normanton Turville, Bracknells, Kirkby Mallory, Croft, Huncote, Cosby, Coptoak, Thurlaston, Blaby, Countesthorpe, Whetstone, Narborough, Enderby, Thorpe Parva otherwise Littlethorp, Ayleston otherwise Aylestone, Glen, Little Glen otherwise Glen Parva, Lubbesthorpe, Wig-

ston Magna otherwise Great Wigston, Knighton, Saint Margaret's Leicester, South Fields, Saint Mary's Leicester, or some of them, in the county of Leicester; and terminating by a junction with the Midland Counties Line of the Midland Railway, in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester, or by a junction with the said last-mentioned railway, in the township of Knighton, in the parish of Saint Margaret Leicester, in the county of Leicester.

Also a railway or railways, commencing from and out of the before-mentioned intended line or lines of railway, in or near the town of Nuneaton aforesaid, in the parish of Nuneaton, in the county of Warwick aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places of Nuneaton, The Abbey, Stockingford, Barr Green, Coton, Chilvers Coton, Attleborough, Griff, Griff Hollow, Arbury, Arbury Park, Astley, Blackatree, Collyers Croft, Colley Croft, Bedworth, Bedworth Woodlands, Bedworth Heath, Black Bank, Great Sydnall, Sydnall Fields, Little Sydnall, Springfield, Sydnall, Hawkesbury, Moathouse, Exhall, Exhall Green, Woodshaws Green, Witches Green, Longford, Rowleys Green, Penny Park, Foleshill, Whitmore Park, The Park, Vauxhall, Edgwick, Partings of the Heath, Newhouse, Lockers Lane, Allesley, Radford, Swanswell, Keresley, The Archdeaconry of Coventry, Saint Michael Coventry, Saint John the Baptist Coventry, The Holy Trinity Coventry, Harnall, Saint Nicholas Coventry, or some of them, in the county of Warwick; and terminating in or near to the city of Coventry aforesaid, by a junction with the London and Birmingham Railway, in the parish of Saint Michael in Coventry aforesaid, in the county of Warwick aforesaid.

Also a railway or railways from and out of the said last-mentioned intended railway or railways, commencing in the parish of Bedworth aforesaid, in the county of Warwick aforesaid; passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Bedworth, Springfield, Black Bank, Great Sydnall Fields, Little Sydnall Fields, Sydnall, Marston Jabbett, Marston Jabet, Weston, Weston in Arden, Barnacle, Ryton, Hollyhurst, Hawkesbury, Bulkington, or some of them, and terminating by a junction with the Trent Valley Railway, in the parish of Bulkington, in the said county of Warwick.

And also a railway or railways from and out of the said first-mentioned intended railway or railways, commencing in the township of Little Glen otherwise Glen Parva, in the parish of Aylestone, in the county of Leicester aforesaid; passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Whetstone, Blaby, Glen, Little Glen otherwise Glen Parva, Aylestone, Wigston, Wigston Magna otherwise Great Wigston, or some of them, in the said county of Leicester; and terminating in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester aforesaid, there to form a junction with certain other projected railways, if the same or any of them shall be sanctioned by Parliament.

And it is also intended to take powers to construct certain short branch railways within the parishes, townships, and extra-parochial or other places of Bedworth, Exhall, Sydnall, Sydnall Fields, Hawkesbury, Sowe, Foleshill, and Wyken, or some of them, in the said county of Warwick, which will be defined in the plans and sections to be deposited as hereinafter mentioned, for the purpose of connecting the said railway or railways from Nuneaton to Coventry, with the several collieries, or some of them, adjoining or near to the same, in the said parishes, townships, and places respectively, or some of them.

And it is proposed by the said intended Act or Acts to authorize a junction or junctions between the said first-mentioned intended railway, and the line of the Trent Valley Railway, as the same is now or may be authorized to be made in the parish of Nuneaton, in the county of Warwick; and to authorize the use of the said last-mentioned railway by the company to be incorporated as aforesaid, or their lessees or assigns, for the passage of their engines and carriages thereon, between the respective points of junction in the aforesaid parish of Nuneaton.

And it is proposed by the said intended Act or Acts, to take powers for altering, diverting, or stopping up, whether temporarily or permanently, within the parishes, townships, and places aforesaid, or some of them, all roads, highways, streams, canals, rivers, railways, pipes, sewers, and aqueducts, which it may be necessary to stop up, alter, or divert, for the construction and maintenance of the said intended railways and branch railways respectively, or any of them; and also to incorporate a company for carrying into effect the purposes aforesaid, with powers for the compulsory purchase of lands and houses, and for the levying tolls, rates, and duties, in respect of the use of the said intended railways and branch railways, and with powers also to sell or lease such railways and branch railways, or any of them, to the London and Birmingham Railway Company, and to the Midland Railway Company, or either of them, or to any other company or companies whose railway or railways may be in connexion with the said intended railways, or any of them, or to amalgamate and become incorporated with such company or companies, and to enable the said companies, or any or either of them, to purchase or rent the same, and to exercise and enjoy all or any of the powers in relation thereto which may be conferred on the company so to be incorporated as aforesaid.

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

And notice is hereby further given, that plans and sections describing the line or lines and levels, of the said intended railways and branches respectively, and the situation of the lands proposed to be taken for the purpose thereof, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited, for public inspection

on or before the thirtieth day of November in the present year, with the clerk of the peace for the said county of Warwick, at his office at Stratford upon Avon; and with the clerk of the peace for the said county of Leicester, at his office at Leicester; and at the office of the Railway Department of the Board of Trade; and that on or before the thirty-first day of December next, copies of so much of the said plans, sections, and books of reference, as relate to the several parishes in or through which the said proposed railways and branch railways respectively, and the works connected therewith, are proposed to pass or be made, will be deposited with the parish clerks of such parishes at their respective residences.

Dated the first day of November, 1845.

*S. S. Baxter,*

Solicitor, Atherstone.

#### Middleton and Royton Gas and Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills, to incorporate a company for lighting the town of Middleton and the township of Middleton, in the parish of Middleton, and also the townships of Alkrington and Tonge, and the town, village, or place of Royton, and the township of Royton, all in the parish of Prestwich-cum-Oldham, all in the county palatine of Lancaster, or some of them, and for supplying the inhabitants thereof with gas, and for enabling such company to lay down pipes, mains, and other works, through and in the several squares, streets, roads, lanes, and alleys, in the said several towns and townships, and to erect and construct all such buildings, gasometers, apparatus, and works, as may be necessary for that purpose.

And it is also intended by the said Bill or Bills to enable the said company, or to incorporate another company, to supply with water the said towns of Middleton and Royton, and the several parishes, townships, hamlets, extra-parochial and other places of Middleton, Thornham, Hopwood, Prestwich-cum-Oldham, Alkrington, Tonge, Crompton, Chadderton, and Royton, or some of them, all in the said county palatine of Lancaster; and for that purpose to collect and impound water from certain land springs, brooks, and streams within the said places, or some of them; and also to construct and maintain all proper and necessary reservoirs, tanks, mains, aqueducts, service pipes, engines, machinery, and other works, in, upon, through, or under the lands and grounds through which the said waters are intended to be carried; and also in, upon, through, or under any streets, canals, roads, lanes, or other public passages and places in the several towns and places of Middleton, Royton, Thornham, Hopwood, Crompton, Chadderton, Alkrington, Tonge, and Prestwich-cum-Oldham, for supplying the said several places, or some of them, with water, which said intended works will be made in, and pass through the several townships, parishes, and extra-parochial and other places following, that is to say, Thornham, Hopwood, Middleton, Crompton, Chad-

derton, Royton, Alkrington, Tonge, Prestwich-cum-Oldham; or some of them, all in the said county palatine of Lancaster.

And it is intended to apply for powers in the said Bill or Bills, to enable the company or companies to be thereby incorporated, to purchase by compulsion or otherwise, or take on lease, all such lands and houses, reservoirs, streams, and other hereditaments as may be necessary for constructing and maintaining the said gas and water works respectively, and to confer, vary, repeal, and extinguish all existing rights and privileges connected with such lands, houses, springs, and streams, which will in any manner impede or interfere with the construction or maintenance of the said intended works; and powers will also be applied for in the said Bill or Bills, to make lateral deviations from the lines of the said works, to the extent and within the limits defined on the plans hereinafter mentioned; and powers will also be applied for, to raise, levy, and collect rates, duties, and rents, for the supply of gas and water respectively, and all such other powers, rights, and privileges, as may be requisite or necessary, for carrying into effect the objects aforesaid; and also to alter any existing tolls, rates, or duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line or situation, and levels of the said intended water works, reservoirs, aqueducts, and other works connected therewith, and the rivers, brooks, and streams to be diverted into the same; and the lands proposed to be taken for the purposes of the said water works, together with books of reference thereto, will be deposited, on or before the thirtieth day of November, 1845, with the clerk of the peace for the said county palatine of Lancaster, at his office in Preston, in the said county; and 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, on or before the thirty-first day of December next, with the parish clerks of each such parish, at their respective places of abode.

Dated the fifth day of November, 1845.

*T. A. and J. Grundy,*

Solicitors.

**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 or Bills to incorporate a company, and to give to such company power to light with gas the town of Hartlepool and the neighbourhood thereof, in the parish of Hart, in the county of Durham, and to levy and collect rates, duties, or rents, for the supply of such gas, and also to confer upon such company such other powers as may be requisite or necessary for carrying into effect the purposes aforesaid. And also to enable such company to supply with water the inhabitants of the town of Hartlepool aforesaid, and the neighbourhood thereof. And for such purpose power will be applied for to make and maintain reservoirs, aqueducts, and other works in the

several parishes, townships, chapelries, and extra-parochial places of Hart, Hartlepool, Stranton, and Throston, or some of them, in the county of Durham, and to take and to collect and to raise water from certain lands situate within the said parishes, townships, and chapelry of Hart, Hartlepool, Throston, and Stranton, or some or one of them, and to divert, take, and use the waters of a certain spring, stream, or brook, arising or flowing at, from, or near Dyke House, in the township of Throston, in the parish of Hart aforesaid, and of a certain spring, stream, or brook, called Hart Burn, in the township of Throston, in the parish of Hart aforesaid, and certain other brooks and streams, within the parishes, townships, or places aforesaid, or some or one of them, and to levy and collect rates or rents in respect of such supply of water. And it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property, to be described upon the plans hereinafter-mentioned, and for power to vary or extinguish any existing rights or privileges which would in any manner interfere with the construction and maintenance of the aforesaid, reservoirs, aqueducts, and other works, and to confer other rights and privileges as may be deemed necessary.

And notice is hereby also given, that duplicate plans, and sections of the before-mentioned reservoirs, aqueducts, and other works connected with supplying the inhabitants of the town of Hartlepool and neighbourhood with water, together with books of reference thereto, 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 said county of Durham at Durham. And, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended reservoirs, aqueducts, or other works, for supplying the inhabitants of Hartlepool and the neighbourhood with water, are intended to be made or be situate, will be deposited with the parish clerk of each such parish.

Dated this fifth day of November, 1845.

*Wilson and Turnbull,* } Solicitors.  
*A. J. and Wm. Moore,* }

*Meggison, Pringle, and Co.,*  
3, King's Road, Bedford Row,  
Agents for the above-named Solicitors.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Leeds and Bradford Railway, passed respectively in the eighth year of the reign of Her present Majesty and in the last session of Parliament; and to enable the Leeds and Bradford Railway Company, incorporated by the said first-mentioned Act, to make and maintain one of the following lines of railway, or some part or parts thereof, with proper works and conveniences con-

nected therewith; and approaches thereto respectively, that is to say,—

A railway to commence in the township and parish of Guiseley, in the said west riding, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial places of Guiseley, Yeadon, Rawden, and Horsforth, all in the said west riding, and terminating by a junction with the line of the Leeds and Bradford Railway as at present in course of construction, at a point near to Calverley-lane, in the township of Horsforth, and parish of Guiseley aforesaid; or otherwise a railway to commence in the township and parish of Guiseley aforesaid, thence to pass in or through the said townships of Guiseley and Yeadon, and terminating by a junction with the line of the Leeds and Bradford Railway as at present in course of construction, at a point near to Apperley-lane, in the said township of Yeadon, or in the adjoining township of Rawden, both in the said parish of Guiseley.

And it is proposed by the said intended Act or Acts to authorize and empower the Leeds and Bradford Railway Company to raise a further sum of money.

And it is further proposed by the said intended Act or Acts, or in some other Act to be applied for during the present session of Parliament, to take powers to purchase lands and houses by compulsion or agreement, for the purposes aforesaid, or some of them; to levy tolls, rates, and duties in respect of the use of the said intended new lines of railway, branches, and works, and to grant such exemptions from such tolls, rates, and duties as may be deemed expedient; and to vary or extinguish all existing rights or privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended new works, and to confer other rights and privileges.

And it is also intended to obtain powers by the said proposed Act or Acts, to stop up, alter, or divert all such railways, turnpike and other roads, public streets, canals, and navigable and other rivers, which it may be necessary or expedient to stop up, alter, or divert, in the construction of the said intended new lines of railway, branches, and works, within the parishes, townships, and extra-parochial places hereinbefore mentioned, or some of them.

And it is further proposed by the said intended Act or Acts to enable the said Leeds and Bradford Railway Company to grant a lease of the said intended railways, branches, and works, and the tolls to be taken for the use thereof, to the Midland Railway Company; and to authorize the Midland Railway Company to accept such lease, at such rent, and upon and subject to such terms and conditions as may be mutually agreed on; and in pursuance thereof to use and work the said intended railways and branches, and to take tolls in respect thereof.

Notice is hereby also given, that, on or before the thirtieth day of November instant, duplicate plans and sections describing the lines and levels of the

said intended new railways, branches, and works, and describing also the lands proposed to be taken for the several purposes aforesaid, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the west riding of the county of York, at his office in Wakefield, in the said west riding; and with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, at his office at Otley, in the said west riding; and that, on or before the thirty-first day of December next, a copy of the said plans and sections and books of reference will be deposited with the parish clerk of Guiseley aforesaid, at his place of abode.

Dated this third day of November, one thousand eight hundred and forty-five.

*Rawson and Best, Solicitors, Leeds.*

Boston, Stamford and Birmingham Railway.  
(Leicester by Stamford to Boston and Wisbech.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction and maintenance of the railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper works and conveniences connected therewith, that is to say, a railway or railways commencing by a junction with the Midland Counties line of the Midland Railway, in the parish of Wigston Magna otherwise Great Wigston, in the county of Leicester, and uniting in the same parish and county with the projected Leicester and Birmingham Railway, if the same shall be sanctioned by Parliament, passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Wigston, Wigston Magna otherwise Great Wigston, Glen Parva otherwise Little Glen, Aylestone, Kilby, Foston, Newton-Harcourt, Glen Magna otherwise Great Glen, Wistow, Fleckney, Burton-Overy, Kibworth-Harcourt, Kibworth-Beauchamp, Kibworth, Smeeton-Westerby, Debdale, Foxton, Tur Langton, Church Langton, East Langton, West Langton, Thorpe Langton, Great Bowden, Welham, Slawston, Medbourn, Holt, Neville Holt, Drayton, Bringham, Great Easton, Drayton Tything, Easton Magna, Holy Oaks, and Stoke Dry, in the county of Leicester, (or some of them, or some part or parts thereof being in the counties of Northampton and Rutland, or one of them;) Caldecote, Stoke Dry, Lyddington, Thorpe by Water, Seaton, Bisbrook, Glaston, Morcott, Barrowden, Tixover, Pilton, South Luffenham, North Luffenham, Keltorpe, Ketton, Geeston, Tinwell, and Algate, in the county of Rutland, (or some of them, or some part or parts thereof being in the counties of Leicester, Northampton, and Lincoln, or some or one of them;) Weston by Welland, Sutton Basset, Ashley, East Carlton Cottingham, Middleton, Rockingham, Gretton, Colton, Harringworth, Shotley, Colly-Weston, and Easton, in the county of

Northampton; Wothorpe, Saint Martin's Stamford, Stamford Baron, Burghley, Pilsgate, Barnack otherwise Barnoak, Ashton, Walcot, Bainton, Ufford, Helpstone, Woodcroft, Maxey, Nunton, Lolham, Deeping Gate, Etton, Northborough, Glington, Peakirk, Glington with Peakirk, Newborough, Werrington, Gunthorpe, Paston, Borough Fen, High Borough Fen, Low Borough Fen, Borough Fen Common, Eye, Eyebury, Northam otherwise Northolme, in the soke or liberty of Peterborough and county of Northampton aforesaid, (or some of them, or some parts thereof, being in the counties of Leicester, Rutland, and Lincoln, or some or one of them;) Stamford Borough, All Saints Stamford, Saint John the Baptist Stamford, Saint Mary Stamford, Saint Michael Stamford, Saint George Stamford, All Saints with Saint Peter, Saint George with Saint Paul's united, Saint John the Baptist with Saint Clements, Saint Michael with Saint Andrews and Saint Stephen united, Uffington, Newstead, Tallington, Saint Leonards, in the parts of Kesteven, in the county of Lincoln, (or some of them, or some parts thereof, being in the counties of Rutland and Northampton;) Thorney, Thorney Fen, Wisbech, Wisbech Saint Mary, Wisbech Saint Peter, Wisbech Fen, Murrow, Guyhirn, Leverington, Parsons Drive, Leverington Parsons Drive, in the Isle of Ely, in the county of Cambridge, (or some of them, or some parts thereof, being in the parts of Holland, in the county of Lincoln;) Inkerson Fen, Sutton Saint Edmunds, Gedney, Gedney Hill, Long Sutton otherwise Sutton Saint Mary, in the parts of Holland, in the county of Lincoln, or some of them, or some parts thereof being in the Isle of Ely and county of Cambridge; and terminating by a junction with the Wisbech Branch of the Lynn and Ely Railway, at or near the town of Wisbech, in the parish of Wisbech Saint Peter, in the Isle of Ely, and in the county of Cambridge.

And also a railway or railways, commencing from and out of the before-mentioned line or lines of railway in or near the village of Glington, in the parish of Glington otherwise Glington with Peakirk, in the county of Northampton aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places hereinafter mentioned, or some of them, that is to say, Glington, Peakirk, Glington with Peakirk, Etton, Maxey, Northborough, Deeping Gate, Newborough, and Borough Fen, in the soke or liberty of Peterborough and county of Northampton, or some of them, or some part or parts thereof being in the parts of Kesteven, in the county of Lincoln; West Deeping, Market Deeping, Deeping Saint James, James Deeping, East Deeping, Deeping Fen, Cranmoor, Frognall, in the said parts of Kesteven, in the county of Lincoln, or some of them, or some part or parts thereof, being in the parts of Holland, in the same county; Deeping, Deeping Fen, Crowland, Cowbit, Peakhill, Spalding Wykeham, Pinchbeck, Digby's Wash, Surfleet, Moulton, Moulton Chapel, Gosberton, Quadring, Quadring Hundred, Donington, Bicker, Swineshead, Wigtoft, Sutterton, Sutterton Dowdike, Algarkirk, Alderchurch, Fosdyke, Fosdyke Fen, Kirton, Kirton Fen, Pel-

ham's Lands, Hart's Ground, Copping Syke Plots, Swineshead, Chapel Hill, Great Beets, Little Beets, Brothertoft, Frampton, Frampton Fen, Wyberton, Wyberton Fen, Boston, Boston West, Skirbeck, Skirbeck Quarter, Fishtoft, Fishtoft Fen, Witham Marshes, Old River Bottom, Frampton Marsh, in the parts of Holland, in the county of Lincoln, or some of them, or some part or parts thereof, being in the parts of Kesteven, in the said county of Lincoln, and terminating in the parish and borough of Boston, in the parts of Holland, in the said county of Lincoln.

Also a railway or railways commencing from and out of the first before-mentioned intended line or lines of railway, in the parishes of Church Langton and Welham, or one of them, in the county of Leicester aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, and other places of Church Langton, East Langton, Thorpe Langton, Great Bowden, Bowden Magna, Little Bowden, Saint Mary's in Arden Little Bowden, and Market Harborough, or some of them, in the county of Leicester, or some of them, or some parts thereof, in the county of Northampton; Little Bowden, Saint Nicholas Little Bowden, Saint Mary's in Arden Little Bowden, in the county of Northampton, or some of them, or some parts thereof, in the county of Leicester; and terminating at or near the town of Market Harborough, in the parish of Great Bowden, in the said county of Leicester, or in Little Bowden, in the said county of Northampton.

And it is proposed by the said intended Act or Acts to authorize a junction or junctions between the said first-mentioned intended railway and the line of the Syston and Peterborough Railway, as the same is now or may be authorized to be made, in the parish of South Luffenham, in the county of Rutland, and in the parish of Helpstone, in the soke or liberty of Peterborough, and county of Northampton respectively; and to authorize the use of the said last-mentioned railway by the company to be incorporated as aforesaid, or their lessees or assigns, for the passage of their engines and carriages thereon, between the said respective points of junction; and in the event of such junction and use as aforesaid being sanctioned by Parliament, it is proposed to abandon the formation of so much of the said first-mentioned intended railway, as would be situate between the said points of junction.

And it is proposed by the said intended Act or Acts to take powers for altering, diverting, or stopping up, whether temporarily or permanently, within the parishes, townships, and places aforesaid, all roads, highways, streams, canals, rivers, railways, pipes, sewers, and aqueducts, which it may be necessary to stop up, alter, or divert, for the construction and maintenance of the said intended railways respectively; and also to incorporate a company for carrying into effect the purposes aforesaid, with powers for the compulsory purchase of lands and houses, and for the levying tolls, rates, and duties in respect of the use of the said intended railways, and with powers also to sell or lease such railways, or any of them, and

also any of the powers of such company in connexion therewith, or in relation thereto, to the Midland Railway Company, and to the London and Birmingham Railway Company, or either of them, or to any other company or companies, whose railway or railways, may be in connection with the said intended railways or any of them, or to amalgamate and become incorporated with such company or companies, or otherwise to purchase or rent, and to use and work the railway or railways and works belonging to any such company or companies.

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

And notice is hereby further given, that plans and sections, describing the line or lines and levels of the said intended railways and works, and the situation of the lands proposed to be taken for the purpose thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the said county of Leicester, at his office at Leicester; with the Clerk of the Peace for the said county of Rutland, at his office at Oakham; with the Clerk of the Peace for the county of Northampton, at his office at Northampton; with the Clerk of the Peace for the soke or liberty of Peterborough, at his office at Peterborough; with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Sleaford; with the Clerk of the Peace for the Holland division of the said county of Lincoln, at Spalding; with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech; with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; and at the office of the Railway Department of the Board of Trade; and that on or before the thirty-first day of December next, copies of so much of the said plans, sections, and books of reference as relate to the several parishes in or through which the said proposed railway and railways, or any or either of them, or the works connected therewith, is or are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated the first day of November, 1845.

*S. S. Baxter, Atherstone, Solicitor.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts to make and maintain a railway or railways, to commence at or near a certain place called White Hart Lane, or Bath-side, in the parish of Saint Nicholas, in the borough of Harwich, in the county of Essex, and also for erecting, constructing, completing, and maintaining a pier or jetty, within the port or harbour of the said borough of Harwich, in the same parish, such pier or jetty to be attached to,

or connected with, the aforesaid railway by a junction with the terminus of such railway, in the said parish of Saint Nicholas; and such railway or railways to terminate at or near the Castle-yard, in the parish of All Saints Colchester, in the said county of Essex.

And also branch railways, one branch from the last-mentioned terminus to or near the Eastern Counties Railway, at their present terminus at or near Mile End, in the parish of Lexden, in the said county of Essex. Another branch from or near Horsley Cross to or near Thorpe-le-Soken, both in the said county of Essex; and another branch from or near Elmsted to or near Alresford, both in the said county of Essex, together with warehouses, wharfs, landing-places, tunnels, bridges, and all other suitable and proper stations, erections, works, communications, approaches, and conveniences, attached to or connected with such railway or railways, branch railways, pier, or jetty; which said intended railway or railways and branch railways, and the works connected therewith, will pass from, in, through, or into, or be situated in the several parishes, townships, hamlets, townlands, and extra-parochial, and other places hereinafter mentioned, some or all of them, that is to say, Saint Nicholas Harwich, the borough of Harwich, Dovercourt, Dovercourt cum Harwich, Ramsey Wrabness, Little Oakley, Great Oakley, Wickes or Wix, Tendring, Beaumont, Beaumont cum Mose, Thorpe-le-Soken, Bradfield, Mistley, Little Bentley, Little Bromley, Great Bromley, Elmsted, Wivenhoe, Alresford, Ardleigh, Saint Botolph Colchester, Saint James Colchester, All Saints Colchester, the Holy Trinity Colchester, Saint Giles Colchester, Saint Peters Colchester, and Lexden, Greenstead and St. Michael Mile End within the liberties of the borough of Colchester, all in the aforesaid county of Essex, and such pier or jetty is intended to be erected, constructed, or situated within the said port or harbour of the said borough of Harwich, and within the said parish of Saint Nicholas Harwich, in the said county of Essex.

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

And in the said Act or Acts powers will be inserted to deviate in the construction of the said

railway or railways and branch railways, and pier or jetty, from the line or situation, as laid down on the plans so to be deposited as aforesaid, to the extent shown or defined on the said plans; and to alter, stop up, or divert, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, rivers, watercourses, and brooks, within the parishes, townships, hamlets, or extra-parochial or other places aforesaid, as may be required to be diverted or altered, for the purposes of such railway or railways, branch railways, pier, or jetty.

And it is intended by such Act or Acts to enable the Company thereby established to sell, let, or transfer the said undertaking, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the Eastern Counties Railway Company, and to enable the said Eastern Counties Railway Company to purchase or rent the said intended railway or railways, branch railways, pier, or jetty, and works connected therewith, or any part thereof.

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

And it is intended to apply for powers in the said Act or Acts, to raise and collect tolls and duties for and in respect of the use of the said intended railway or railways, and branch railways, pier and jetty, and works and conveniences attached thereto, or connected therewith respectively, and for the compulsory purchase of lands, buildings, messuages, and tenements for the purposes aforesaid.

Dated this 7th day of November, 1845.

*Thomas Jones Mawse,*

4, New Bridge Street, London.

*William Salmon Cooper,*

Colchester.

Birmingham and Worcester Direct Railway, with a Branch to Redditch.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railway hereinafter mentioned, or some part or parts thereof, together with proper works and conveniences connected therewith, that is to say, a railway commencing either in or near to Navigation Street, in the parish of Birmingham, in the county of Warwick, or at or near to Colmore Row, between Livery Street and Snow Hill, in the same parish, and terminating by a junction with the proposed Stoke Prior branch of the Oxford, Worcester, and Wolverhampton Railway, on the eastern side of the Worcester and Birmingham Canal Navigation, at or near to the works of the British Alkali Company, called Stoke Works, in the parish of Stoke Prior, in the county of Worcester, which said

railway, and the works and conveniences connected therewith, will pass or be made from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Birmingham, Saint Martin Birmingham, Saint Philip Birmingham, Saint Paul Birmingham, Saint Thomas Birmingham, Saint Luke Birmingham, Edgbaston, Saint Bartholomew Edgbaston, Saint George Edgbaston, Tardebigg, and Saint Bartholomew Tardebigg, all in the county of Warwick; Northfield, Saint Lawrence Northfield, Kings Norton, Saint Nicholas Kings Norton, Alvechurch, Saint Lawrence Alvechurch, Tardebigg, Saint Bartholomew Tardebigg, Tutnall and Cobley, Bentley Pauncefoot, Upper Bentley, Lower Bentley, Web Heath, Stoke Prior, and Saint Michael Stoke Prior, all in the county of Worcester.

Also a branch railway, commencing from and out of the said first-mentioned intended railway, at or near to a place called or known by the name of Scar Fields, in the parish of Alvechurch aforesaid, and terminating in or near to a brick-yard belonging to and in the occupation of James Thomas, situate in the township, hamlet, or chapelry of Redditch, in the said parish of Tardebigg, which said branch railway, and the works and conveniences connected therewith, will pass or be made from, in, through, or into, the aforesaid parishes and townships or places of Alvechurch, Saint Lawrence Alvechurch, Tardebigg, Saint Bartholomew Tardebigg, Web Heath, and Redditch, or some of them.

And it is intended by the said Act or Acts to incorporate a company for carrying into effect the said proposed undertaking, and to take powers to cross and to divert, alter, or stop up, either temporarily or permanently, all such streets, lanes, passages, turnpike and other roads, highways, railways, tramways, streams, canals, navigations, pipes, sewers, waters, and watercourses, within the said parishes, townships, and other places, aforesaid, or any of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purpose of constructing or maintaining the said railway and branch railway, and the works and conveniences connected therewith, and also powers for the compulsory purchase of all lands, houses, and other hereditaments which may be required for the purposes of the said intended railway, branch railway, works, and conveniences, and also for levying tolls, rates, and duties in respect of the use thereof, and for granting certain exemptions from the payment thereof, and also to vary or extinguish all such rights and privileges, if any, as would in any manner impede or interfere with the purposes aforesaid.

And it is also intended by the said Act or Acts to authorize the diversion or alteration of parts of the Worcester and Birmingham Canal, in the parishes of Birmingham, King's Norton, Tardebigg and Alvechurch aforesaid, or some or one of them, and also the Stratford-upon-Avon Canal, in the parish of King's Norton aforesaid, for the purpose of facilitating the construction of the said intended railway and branch railway.

And it is also intended by the said Act or Acts to enable the company to be thereby incorporated to let on lease, sell, or transfer the said intended rail-

way and branch railway, or either of them, or any part or parts thereof, to the company of proprietors of the Worcester and Birmingham Canal Navigation, together with all or any of the powers which may be conferred by the said intended Act or Acts on the said company to be thereby incorporated, and to enable the said company of proprietors to purchase or rent the said railway and branch railway, or either of them, and to exercise all or any of such powers; and to raise such additional capital as may be necessary for such last-mentioned purposes, or any of them.

And it is also intended by the said Act or Acts to enable the said company of proprietors of the Worcester and Birmingham Canal Navigation to let on lease, sell, or transfer the said canal navigation and the works and conveniences connected therewith, or any of them, or any part or parts thereof, to the company which may be incorporated by the said Act or Acts, and together with all or any of the powers, rights, and privileges conferred on the said company of proprietors, by virtue of the several Acts of Parliament relating to the said navigation; and to enable the company to be incorporated as aforesaid to rent or purchase the said navigation, or any part thereof, and the works and conveniences, or any of them, connected therewith, and to exercise and enjoy all such rights, powers, and privileges as may be so transferred to them, and generally to enable the company which may be incorporated by the said intended Act or Acts and the said company of proprietors of the Worcester and Birmingham Canal Navigation respectively, to enter into any contract or agreement in reference to the objects and purposes aforesaid, or for consolidating into one undertaking the said intended railway and branch railway and the said Worcester and Birmingham Canal Navigation as they may deem expedient.

And for the purposes aforesaid it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said Worcester and Birmingham Canal Navigation, passed respectively in the thirty-first, thirty-eighth, forty-fourth, forty-eighth, and fifty-fifth years of the reign of His late Majesty King George the Third.

And notice is hereby, lastly, given, that, on or before the thirtieth day of November instant, duplicate plans and sections, describing the lines or situations and levels of the said intended railway and branch railway respectively, and the lands in or through which they are to be respectively made, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited, for public inspection with the clerk of the peace for the county of Warwick, at his office in Stratford-upon-Avon, in the same county, and with the clerk of the peace for the county of Worcester, at his office, in the city of Worcester; and that, on or before the thirty-first day of December next, copies of so much of the said plans, sections, and books of reference as relates to each parish in or through which the said intended railway and branch railway

and the works and conveniences connected therewith respectively are intended to be made and maintained, will be deposited with the parish clerk of each such parish, at his residence.

Dated the sixth day of November, 1845.

*J. C. Chaplin,*  
Birmingham.

Liverpool and Preston, and Manchester and Southport Railways.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the several railways, and branch railways and pier, hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches and conveniences connected therewith, that is to say,—

Firstly. A railway or railways commencing at and by a junction with the line of the Liverpool and Bury Railway, in the township of Mellingcum-Cunscough, in the parish of Halsall, in the county of Lancaster, and terminating by a junction with the North Union Railway, in the township of Farington, in the parish of Penwortham, in the said county of Lancaster; which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Aintree, Sephton, Mellingcum-Cunscough, Halsall, Kirkby otherwise Kirby, Walton-on-the-Hill, Maghull, Aughton, Bickerstaffe, Ormskirk, Burscough, Rufford, Mawdesley, Croston, Ulnes Walton, Leyland, Farington, and Penwortham, all in the county of Lancaster.

Secondly. A railway or railways commencing at Southport, in the township of North Meols, in the parish of North Meols, in the county of Lancaster, and terminating at and by a junction with the North Union Railway, in the township of Wigan, in the parish of Wigan, in the county of Lancaster; which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate, within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Southport, North Meols, Scarisbrick, Burscough, Lathom, Newburgh, Ormskirk, Bispham, Parbold, Wrightington, Eccleston, Shevington, Standish, Standish-with-Langtree, and Wigan, all in the county of Lancaster.

Thirdly. A railway or railways commencing at and by a junction with the North Union Railway, in the township of Wigan, in the parish of Wigan, in the county of Lancaster, and terminating at and by a junction with the Manchester, Bolton, and Bury Railway, in the township of Pendleton, in the parish of Eccles, in the county of Lancaster, which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Wigan, Ince, Ince-in-

Makerfield, Hindley, West Houghton, Dean otherwise Deane, West Leigh, Leigh, Chowbent, Atherton Tyldesley, Tyldesley-cum-Shackerley, Tyldesley Banks, Shackerley, Hulton, Middle Hulton, Little Hulton, Over Hulton, Ellenbrook, Worsley, Roe Green, Hazelhurst, Little Houghton, Swinton, Pendlebury, Irlams-o'th-Height, Irlams-of-the-Height, Eccles, Pendleton, and Salford, all in the county of Lancaster.

Fourthly. A branch railway or branch railways commencing at and by a junction with the Grand Junction Railway (on that portion thereof heretofore called the Liverpool and Manchester Railway), in the township of Wavertree, in the parish of Childwall, in the county of Lancaster, and terminating at and by a junction with the proposed railway firstly hereinbefore described, in the township of Melling-cum-Cunsough, in the parish of Halsall, in the county of Lancaster; which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial, or other places following, or some of them, that it is to say, Wavertree, Childwall, West Derby, Walton, Walton-on-the-hill, Fazackerley, Kirkby otherwise Kirby, Aintree, Sephton, Melling-cum-Cunsough, and Halsall, all in the county of Lancaster.

Fifthly. A branch railway or branch railways commencing by a junction with the proposed railway firstly hereinbefore described, in the township of Burscough, in the parish of Ormskirk, in the county of Lancaster, and terminating by a junction with the proposed railway secondly hereinbefore described, in the said township of Burscough, in the parish of Ormskirk, in the county of Lancaster, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Burscough and Ormskirk, both in the county of Lancaster.

Sixthly. A branch railway or branch railways commencing at and by a junction with the proposed railway firstly hereinbefore described, in the township of Farington, in the parish of Penwortham, in the county of Lancaster, and terminating at and by a junction with the line of the Blackburn and Preston Railway, in the said township of Farington, in the parish of Penwortham, in the county of Lancaster, which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships and extra-parochial or other places following, or some of them, that is to say, Farington and Penwortham, in the county of Lancaster.

Seventhly. A branch railway or branch railways commencing at and by a junction with the Liverpool and Bury Railway, in the township of Ince-in-Mackerfield, in the parish of Wigan, in the county of Lancaster, and terminating at and by a junction with the proposed railway thirdly hereinbefore described, in the said township of Ince-in-Mackerfield, and parish of Wigan, in the said county of

Lancaster, which said intended branch railway or branch railways, and other works connected therewith, will pass or be situate within the several parishes, townships, and extra-parochial or other places following, or one of them, that is to say, Ince-in-Mackerfield, and Wigan, in the county of Lancaster.

Eighthly. A branch railway or branch railways commencing at and by a junction with the North Union Railway, in the township of Ince-in-Mackerfield, in the parish of Wigan, in the county of Lancaster, and terminating at and by a junction with the proposed railway thirdly hereinbefore described, in the township of Hindley, in the parish of Wigan, in the county of Lancaster, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Ince-in-Mackerfield, Abram, Wigan, and Hindley, all in the county of Lancaster.

Ninthly. A branch railway or branch railways commencing at and by a junction with the proposed railway thirdly hereinbefore described, in the township of Tyldesley otherwise Tyldesley-with-Shackerley, in the parish of Leigh, in the county of Lancaster, and terminating in the township of Over Hulton, in the parish of Dean, in the county of Lancaster, which said intended branch railway or branch railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places, or some of them following, that is to say, Leigh, Tyldesley, Tyldesley-with-Shackerley, Shackerley, Atherton, Dean, Over Hulton, and Middle Hulton, all in the county of Lancaster.

Tenthly. A branch railway or branch railways commencing at and by a junction with the proposed railway thirdly hereinbefore described, in the township of Worsley, in the parish of Eccles, in the county of Lancaster, and terminating at and by a junction with the Grand Junction Railway, on that portion thereof heretofore called the Liverpool and Manchester Railway, in the township of Barton otherwise Barton-upon-Irwell, in the said parish of Eccles, and county of Lancaster, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Worsley, Roe Green, Little Houghton, Monton, Barton, Barton-upon-Irwell, and Eccles, all in the county of Lancaster.

Eleventhly. A branch railway or branch railways commencing at and by a junction with a line of railway from St. Helen's to Rainford, authorized by an Act passed in the last session of Parliament, intituled "An Act for enabling the Liverpool and Manchester Railway Company to extend and enlarge the said railway, and to make certain branch railways, and for amending and enlarging the powers of the several Acts relating to the said railway," in the township of Rainford, in the parish of Prescott, in the county of Lancaster, and terminating

at and by a junction with the proposed railway firstly hereinbefore described, in the township of Bickerstaffe, in the parish of Ormskirk, in the county of Lancaster, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Rainford, Prescott, Bickerstaffe, Aughton, and Ormskirk, all in the county of Lancaster.

Twelfthly. A branch railway or branch railways commencing at and by a junction with the proposed railway thirdly hereinbefore described in the township of Atherton, in the parish of Leigh, in the county of Lancaster, and terminating at and by a junction with the Grand Junction Railway, on that portion thereof heretofore called the Bolton and Leigh Railway, in the said township of Atherton, in the parish of Leigh, in the county of Lancaster, which said intended branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Atherton and Leigh, all in the county of Lancaster.

Thirteenthly. A railway or railways commencing at and by a junction with the proposed railway secondly hereinbefore described, at Southport, in the township of North Meols, in the parish of North Meols, in the county of Lancaster, and terminating on the shore or coast of Southport, in the said township and parish of North Meols, and county of Lancaster; together with a pier and other necessary works, in connection with such last mentioned railway or railways, which said railway or railways, pier, and other works connected therewith, will be situate within the said township and parish of North Meols, and county of Lancaster.

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

And it is further intended by such Act or Acts to vary, repeal, or extinguish, all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken for the purposes of the said undertaking, 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 it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands and houses, by compulsion or agreement for the purposes thereof, and for levying tolls, rates and duties in respect of the use of the same, or any of them, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts to enable the North Union Railway Company, the Manchester, Bolton, and Bury Canal Navigation and Railway Company, the Manchester and Leeds Railway Company, the Grand Junction Railway Company, and the Liverpool and Bury Railway Company, or any of them, or any other companies or persons who may be so minded and named in the said Act or Acts, to raise funds, and out of their corporate or other funds, either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using of such intended new railways and works, or any of them, or any part thereof, and for such purposes to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the said Grand Junction Railway Company, or some of them, passed respectively in the third year of the reign of His late Majesty King William the Fourth, in the fourth year of the reign of His said late Majesty King William the Fourth, in the fifth year of the reign of His said Majesty King William the Fourth, in the first and second years of the reign of Her present Majesty, in the third year of the reign of Her present Majesty, and in the eighth and ninth years of the reign of Her present Majesty; and also to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the said North Union Railway Company, or some of them, passed respectively in the fourth year of the reign of His late Majesty King William the Fourth, the first year of the reign of Her present Majesty, the first and second years of the reign of Her present Majesty, the third year of the reign of Her present Majesty, the fifth year of the reign of Her present Majesty, the seventh year of the reign of Her present Majesty, and the eighth and ninth years of the reign of Her present Majesty; also to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Manchester, Bolton, and Bury Canal Navigation and Railway Company, or some of them, passed respectively in the first and second years of the reign of His late Majesty King William the Fourth, in the second year of the reign of His said late Majesty King William the Fourth, in the fifth and sixth years of the reign of His said late Majesty King William the Fourth, and in the first and second years of the reign of Her present Majesty.

And also to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the said Manchester and Leeds Railway Company, or some of them, passed respectively in the sixth and seventh years of the reign of His late Majesty King William the Fourth, in the seventh year of the reign of His late Majesty King William the Fourth, in the first year of the reign of Her present Majesty, in the second and third years of the reign of Her present Majesty, in the fourth and fifth years of the reign of Her present Majesty in the seventh and eighth years of the reign of Her present Majesty, and in the last session of Parliament.

And also to alter, amend, extend and enlarge the powers and provisions of an Act relating to the

Liverpool and Bury Railway, passed in the last session of Parliament.

And further notice is hereby given, that maps or plans and sections of the said intended railways, branch 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 reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Lancaster, at his office in Preston, and with the clerk of the peace for the borough of Wigan, at his office in Wigan; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes from, in, through or into which the said intended railways branch railways, and works, or any of them, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish-clerks of those parishes respectively, at their respective residences.

Dated this thirty-first day of October, one thousand eight hundred and forty-five.

*Woodcock, Part, and Scott,*  
*Darbishire and Lewis,*  
*Clay, Swift, and Wagstaff;* } Joint Solicitors.

Shropshire Union Railway and Canal.—(Worcester and Shrewsbury.)

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the following railways, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, namely, a railway commencing by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, as at present authorized to be made at or near the union workhouse, in the parish of Saint Martin, in the city of Worcester, and in the county of the same city, and terminating at or near the Abbey Foregate, near the English bridge, in the parish of Holy Cross and Saint Giles, in the borough of Shrewsbury aforesaid; which said intended railway and other works connected therewith will pass from, in, through, or into, or will be situate within the several parishes, townships, extra-parochial, or other places following, or some of them, (that is to say), Claines, Whitstones otherwise Whitstones, Barbourne, Saint George, Saint Oswald, Saint Martin, Saint Nicholas, Saint Clement, Saint John in Bedwardine otherwise Saint John, Saint John in Bedwardine otherwise Saint Peter the Great, Battenhall, Upper Battenhall, Lower Battenhall, Middle Battenhall, and the Blockhouse otherwise Blockhouse Fields otherwise Saint Pauls in the city of Worcester and county of the city of Worcester, Saint Martin, Saint Nicholas, Saint Clement, Saint John in Bedwardine otherwise Saint John, Saint John in Bedwardine otherwise Saint John, All Saints, Hallow, Grimley, Saint Peter otherwise Saint Peter the Great, the Blockhouse otherwise Blockhouse Fields other-

wise Saint Pauls, Whittington, Claines, Smite, Tappenhall otherwise Tapenhall, Upper Tapenhall, Lower Tapenhall, Tollerdine, Astwood, Bevere, Northwick, Bevere Green, Hawford, Whistones, otherwise Whitstones, Barbourne, Saint George, Acton with Downhampton, Comhampton, Mount Pleasant, Oldfield, Rax, Northampton, Holt Fleet, Tytchney Holt, Mayeux with Chatley, Hadley with Hay Elms, Ombersley, Winnall, Halfway-House, Northampton Parsonage with Pavers, Tapenhall, Sychampton, Bennetts, Uphampton, Brookhampton with Comhampton, Chatley, Acton, Hadley, Lineholt, Boreley otherwise Borley, Powers, Parsonage, Dunhampton, Shrawley, Hartlebury, Hampstall, Astley, Lincomb, Titton, Mitton, Upper Mitton, Lower Mitton, Stourport, Parish of Kidderminster, the Foreign of Kidderminster, Wolverley, Kingsford, Blackstone, Wribbenhall, Hoarstone, Bewdley, Holt, Little Witley, Ribbesford, Arley Kings, Astley, Grimley, Hatton, Henwick, Netherton, and Eymore, in the county of Worcester; Upper Areley otherwise Upper Arley in the county of Stafford; Dowles, Kinlet, Kinlet, Earnwood, Highley otherwise Higley, Netherton, Stanley, Alveley, Chelmarsh, Chelmarsh, Hampton, Sutton, Quatt, Quatt Jarvis, Quatt Malvern, Dudmaston, Mose, Romsley, Quatford, Eardington, Oldbury, Oldbury, Saint Leonard, Saint Mary Magdalen, Bridgnorth, the borough of Bridgnorth, Tasley, Nordley Regis, Astley, Astley Abbots, Astley Abbots, Willey, Willey, Stockton, Stockton, Norton, Barrow, Barrow, Caughley, Linley, Linley, Broseley, Broseley, Swinny, Rowton, Burton, Marsh, Jackfield, Madeley, Madeley, Coalport, Iron Bridge, Saint Luke Iron Bridge, Coalbrook, Coalbrook Dale, Benthall, Buildwas, Buildwas Abbey and lands, Burnt Houses, Much Wenlock, Much Wenlock, Wyke and Bradley, Shineton, Leighton, Leighton, Garmston, Belwardine, Cound, Cressage, Upper Cound, Lower Cound, Harnage, Golding, Eaton Constantine, Wroxeter, Eyton and Dryton, Wroxeter, Norton, Rushton, Donnington, Berrington, Berrington, Brompton, Eaton Mascott, Cantlop, Cross-Houses, Betton, Great Betton, Abbots Betton, Betton Abbots, Saint Chad, Little Betton, Betton Strange, Betton and Alkmere, Atcham otherwise Attingham, Atcham otherwise Attingham, Emstrey, Chilton, Crouk Hill, Berwick Maviston, Uckington, Longner, Sutton, Sutton Mill, Meole Brace otherwise Brace Meole, Saint Julian, Saint Mary, Saint Alkmond, Shrewsbury, Coleham, Trinity, Coleham, Abbey Foregate, Holy Cross and Saint Giles, and the Stone Ward without, in the county of Salop.

Also a railway diverging out of the said first-mentioned intended railway at or near Swinney Farm, in the parish of Broseley, in the said county of Salop, and terminating by a junction with a certain projected railway called the Shrewsbury and Birmingham Railway, at or near to the Holyhead Turnpike road, near Oaken Gates, in the parish of Shiffnal, in the said county of Salop; and which said last-mentioned intended railway, and other works connected therewith, will pass from, in, through, into, or will be situate in, the several parishes, townships, extra-parochial, and other places following, or some of them, that is to

say, Barrow, Barrow, Caughley, Swinney, Stockton, Stockton, Norton, Broseley, Broseley, Coalport, Sutton Maddock, Sutton Maddock, Brockton, Brockton, Madeley, Madeley, Kemberton, Kemberton, Stirchley, Stirchley, Dawley, Dawley Magna, Dawley Magna, Dawley Parva, Shiffnal, Shiffnal, Woodside, The Hem, Shaw and Wyke, Blythebury, Prior's Lee, Malinslee, Pain's Lane, Wombridge, Wombridge, and Oaken Gates, in the county of Salop.

Also another railway diverging out of the said first-mentioned intended railway, at or near Sansome Fields, in the parish of Claines, in the city of Worcester, and county of the city of Worcester, and terminating at or near to the western end of the bridge over the river Severn, at Worcester, either in the parish of Saint Clement, in the city of Worcester, and county of the city of Worcester, or in the parish of Saint John in Bedwardine otherwise Saint John, in the said county of Worcester; which said last-mentioned intended railway will pass from, in, or through, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Claines, Whistones otherwise Whitstones, Saint George, Saint Oswald, Saint Nicholas, Pitchcroft, The Butts, Saint Clement, All Saints, Saint Andrew, Saint John in Bedwardine otherwise Saint John, Saint John in Bedwardine otherwise Saint John, and Henwick in the city of Worcester, and county of the city of Worcester; and Claines, Oldbury, Wick Episcopi, Saint John in Bedwardine otherwise Saint John and Saint John in Bedwardine otherwise Saint John, in the county of Worcester.

Also another railway diverging out of the said first-mentioned intended railway, at or near the confluence of the rivers Salwarp and Severn, in the parishes of Claines and Ombersley, or one of them, in the county of Worcester, and terminating at or near the above-mentioned western end of the bridge over the river Severn; which said last-mentioned railway will pass from, in, or through, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Ombersley, Chatley, Mayeux which Chatley, Hadley with Hay Elms, Tapenhall otherwise Tappenhall, Claines, Hawford, Bevere, Bevere Green, Common Hill, Northwick, Barbourne, Hallow, Grimley, Henwick, Saint Clement, Saint John in Bedwardine otherwise Saint John, Saint John in Bedwardine otherwise Saint John, Wick Episcopi, and Oldbury, in the county of Worcester, and Henwick, Claines, Pitchcroft, Saint Clement, Saint John in Bedwardine, otherwise Saint John, Saint John in Bedwardine, otherwise Saint John, in the city of Worcester, and county of the city of Worcester.

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

the construction of the said intended railways and works, or any of them; and it is also intended by such Act or Acts to enable the united company of proprietors of the Ellesmere and Chester Canal, in conjunction with other persons to be incorporated with them, to carry into effect the said intended undertaking, or any part thereof, and to take powers for the purchase of lands by compulsion or agreement, for the purposes thereof, and for levying tolls, rates and duties in respect thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further proposed by the said intended Act or Acts, to enable the company who may be thereby authorized to carry the said intended undertaking, or any part thereof, into effect, to purchase or take on lease the canal known as the Shropshire Canal Navigation, or some part or parts thereof, together with all or any of the lands, buildings, rights and powers of the Shropshire Canal Navigation Company, and of any persons or corporations (if any) interested therein; and to enable the said last-mentioned company and such persons or corporations, to sell or let and to transfer the same, and to dissolve the said last-mentioned company, and to incorporate and unite the proprietors therein, or some of them, with the company who may be so authorized to carry the said intended undertaking, or any part thereof, in effect as aforesaid.

And it is further intended by such Act or Acts, or by some other Act to be applied for in the next session of Parliament, to authorize an increase of the capital of the said United Company of Proprietors of the Ellesmere and Chester Canal, and the admission and incorporation of new subscribers in the said company for the objects aforesaid; and to amend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the Ellesmere and Chester Canal Navigation, passed respectively in the eighth year of the reign of his late Majesty King George the Fourth; in the eleventh year of the reign of his said Majesty King George the Fourth; in the first year of the reign of her present Majesty Queen Victoria; in the fifth year of the reign of her said present Majesty; and in the eighth year of the reign of her said present Majesty Queen Victoria; and also all or some of the provisions of the Act incorporating the said Shropshire Canal Navigation Company passed in the twenty-eighth year of the reign of his late Majesty King George the Third, and to vary or extinguish all rights or privileges (if any) claimed under the said Acts, or any of them, which would impede or interfere with the objects aforesaid.

And also to alter, vary, extinguish, or repeal the tolls, rates, and duties, authorized by the said last-recited Act to be taken on the said Shrop-

shire Canal, and to enable the Company who may be authorized to carry the said intended undertaking, or any part thereof, into effect, as aforesaid, to use and work the said canal, and to levy tolls, rates, and duties in respect thereof.

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

Dated this third day of November, 1845.

*Parker, Hayes, Barnwell, and Twisden.*  
I, Lincoln's Inn Fields,

*Potts's and Brown, Chester.*  
*Slater and Heelis, Manchester.*  
*James Wheeler, Manchester.*  
*Loxdale and Peele, Shrewsbury.*  
*Henry Heane, Newport, Salop.*

#### Erewash Valley Railway Branches.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the Midland Railway Company to make and maintain the branch railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, from and out of the main line of the Erewash Valley Railway, together with all proper works, stations, and other conveniences connected with such branch railways respectively, for the purpose of connecting the said railway with certain collieries and other works lying adjacent thereto, that is to say, A branch railway within the parish of Stanton by Dale, in the county of Derby. A branch railway, commencing in the parish of Cossall, in the county of Nottingham, passing in, or through the said parish and the parish of Greasley in the same county, and terminating in the said last mentioned parish. A branch railway, commencing in the township of Shipley, in the parish of Heanor, in the county of Derby, passing in or through the said parish, and the parish of Eastwood, in the county of Nottingham, and terminating in the said last mentioned parish; a branch railway, commencing in the said township and parish of Heanor, passing in or through the said parish and the said parishes of Eastwood and Greasley, and terminating in the said last mentioned parish. A branch railway commencing in

the said township and parish of Heanor, passing in or through the said parish and the township of Brinsley, in the said parish of Greasley, and terminating in the said last mentioned township. A branch railway commencing in the township of Codnor, in the said parish of Heanor, passing in or through the said township and parish, and the said parish of Greasley, and terminating in the said last mentioned parish.—A branch railway commencing in the extra-parochial liberty or place of Codnor Park, in the said county of Derby, passing in or through the said extra-parochial, liberty or place, and in or through the parishes of Selston and Kirkby in Ashfield, or some of them, in the said county of Nottingham, and terminating in the said last mentioned parish. And also a branch railway commencing in the said extra-parochial, liberty or place of Codnor Park, passing in or through the said extra-parochial, liberty or place, and the said parish of Selston, and terminating in the said last mentioned parish. And also to make and maintain another branch railway, commencing at the termination of the said Erewash Valley Railway, at or near Pye Bridge, in the said parish of Selston, passing from thence through or into the several parishes, townships, and extra-parochial or other places of Selston, in the said county of Nottingham, Alfreton, Pinxton, and South Normanton, in the said county of Derby, Kirkby in Ashfield, Sutton in Ashfield, Kirkby Woodhouse, Kirkby Hardwick, Mansfield, Annesley, and Annesley Woodhouse, in the said county of Nottingham, or some of them, and terminating at Mansfield, in the parish of Mansfield, in the said county of Nottingham, with one or more branch or branches from the said last mentioned railway, diverging from and out of the same in the parishes of Selston, Pinxton, Kirkby in Ashfield, and Sutton in Ashfield, or some of them, and terminating by a junction with the Mansfield and Pinxton Railway, in the parishes of Selston, Kirkby in Ashfield, and Sutton in Ashfield, or some of them, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Selston, Pinxton, Kirkby in Ashfield, and Sutton in Ashfield, or some of them.

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

And it is also intended by such Act or Acts, to take powers for the purchase of lands and hereditaments, by compulsion or agreement, for the purposes aforesaid, and to levy tolls, rates, and duties for the use of the said branch railways respectively, and to grant certain exemptions from such tolls, rates, or duties.

And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken as aforesaid, or

which would in any manner impede or interfere with the construction, maintenance, or use of the said branch railways, and to confer other rights and privileges.

And notice is hereby further given, that maps or plans, and sections, describing the lines and levels of the said intended branch railways and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, and occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November instant, with the clerk of the peace for the said county of Derby, at his office in Chesterfield, in the said county, and with the clerk of the peace for the said county of Nottingham, at his office in Newark-upon-Trent, in the said county; and that copies of so much of the said plans, sections, and books of reference as relate to the several parishes in or through which the said proposed branch railways, or any of them, are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively; and by the said proposed Act or Acts it is also intended to alter, amend, and enlarge some of the powers and provisions of the Erewash Valley Railway Act, 1845.

Dated this sixth day of November, 1845.

*Parker, Hayes, Barnwell and Twisden,*  
1, Lincoln's-Inn-Fields.

*Berridge and Macaulay,*  
Leicester.

*Samuel Carter,*  
Birmingham, Solicitors.

Direct Birmingham and Leicester Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction, maintenance, and use of a railway or railways, with all proper works, junctions, and conveniences connected therewith, commencing at or near the junction of the Birmingham Canal with the Warwick and Birmingham Canal, in the parish of Saint Martin Birmingham, upon land situate in the parishes of Saint Martin Birmingham, and Aston juxta Birmingham, in the county of Warwick, or commencing by a junction or junctions with the line of the London and Birmingham Railway at or near the hamlet of Little Bromwich, in the parish of Aston juxta Birmingham, in the said county of Warwick, and terminating by a junction or junctions with the Midland Railway, in the parish of Saint Mary or Saint Marys, Saint Mary Leicester or Saint Marys Leicester, in the borough of Leicester, and county of Leicester, or terminating at or near the junction of the Leicester and Lutterworth turnpike road with the high road from Leicester to Welford, in the parish of Saint Mary or Saint Marys, Saint Mary Leicester or Saint Marys Leicester, in the said county of Leicester, which said railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, chapelries, townships, hamlets, liberties,

divisions, manors, hundreds, extra-parochial or other places following, that is to say, Birmingham, Saint Martin Birmingham, Saint Philip Birmingham, Saint Paul Birmingham, Saint Mark Birmingham, Saint Mary Birmingham, Saint Luke Birmingham, Saint Thomas Birmingham, Saint George Birmingham, Saint Stephen Birmingham, All Saints Birmingham, Bishop Ryder's Church Birmingham, Aston, Aston juxta Birmingham, Saint Peter and Saint Paul Aston juxta Birmingham, Aston Manor; Witton otherwise Wilton, Upper Witton, Lower Witton, Deritend and Bordesley, Bordesley, Deritend, Neachells or Nechells, Duddeston and Nechells otherwise Duddeston cum Nechells, Duddeston otherwise Dudston, Saltley and Washwood, Saltley, Washwood, and Saint Matthew, in the county of Warwick; Little Bromwich and Hemlingford, in the said county of Warwick; Stitchford, Kingsnorton, Yardley, Church End Quarter, Greet Quarter, Broom, Broom Hall Quarter; Swanshurst Quarter, in the county of Worcester; Castle Bromwich, Sheldon, Coleshill, Hawkswell, Maxtoke, Fillongley, Arley, Ansley, Astley, Chilvers-Coton, Nuneaton, Stockingford, Attleborough, The Hyde otherwise Hide otherwise The Hides, Hinckley, and Knightlow, or some of them, in the said county of Warwick; Hinckley, The Borough, The Bond, The Hyde or Hide or Hydes, Burbage otherwise Burbatch otherwise Burbach, Sparkenhoe, Aston Flamville, Elmsthorpe, Kirkby Mallory, Stoney Stanton, Earl Shilton, Marston otherwise Potters Marston, Barwell, Normanton Turville, Thurlston otherwise Thurlston otherwise Thurlston, Huncote, Narborough, Enderby, Lubbesthorpe otherwise Lubsthorpe, Braunstone otherwise Bramstone, Aylestone, Guthlaxton, West Goscote, and Saint Mary or Saint Marys, Saint Mary Leicester or Saint Marys Leicester, Leicester, or some of them, in the said county of Leicester.

And the promoters reserve to themselves the power of applying to Parliament for part only of the said railway, and of altering the commencements and terminations of the said railway or either of them.

And notice is hereby further given, that it is also intended to apply for powers to be granted by the said Act or Acts to authorize the deviating from the line of the said intended railway or railways, as laid down in the plans thereof to be deposited, in pursuance of the standing orders of Parliament as hereinafter mentioned, to the extent defined thereon, and for powers to vary or alter all such highways, turnpike roads, parish and other roads, streets, streams, canals, aqueducts, navigable rivers, navigations, tramways, and railways, within the parishes, chapelries, townships, hamlets, liberties, divisions, manors, hundreds, extra-parochial and other places aforesaid, as it may be necessary to cross, vary, alter, divert, or stop up for the purposes of the said intended railway or railways, and other works or any of them, or the works, stations, and conveniences connected therewith respectively.

And notice is hereby further given, that it is intended by the said Act or Acts to incorporate a company for the purpose of making and carrying into effect the said intended railway, works, and

conveniences, and to obtain powers for the purchase by compulsion or agreement of lands, houses, tenements, and hereditaments, to be described on the plans hereinafter mentioned, or which may be necessary for the purposes of the undertaking, and to levy tolls, rates, and duties, on, for, and in respect of the use of the said intended railway, works and conveniences, and to grant and confer exemptions from payment of tolls, rates, and duties; and it is further intended by the said Act or Acts to vary, repeal, or extinguish all existing rights and privileges connected with the lands, houses, tenements and hereditaments proposed to be taken for the purposes of the said intended railway, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that it is intended by the said Act or Acts to empower the company to be incorporated as aforesaid to enter into arrangements and agreements with any other railway company or companies for and connected with the carrying on and conducting the traffic upon the railways of the said companies respectively, and upon other railways connected therewith, and the fixing and apportioning the tolls, rates, duties, freight, fares, profit, and advantages thereof upon such terms and conditions as shall be mutually agreed upon between them.

And it is also intended to authorize the company to be incorporated to amalgamate with any other company, whether existing or promoting any undertaking to be submitted to Parliament in the ensuing session, or to agree with any other company as to the working or using of the railway before specified, or of any other railway, by such two companies, and to authorize the amalgamated company to exercise all or any of the powers and authorities before mentioned.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway or railways, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the clerk of the peace for the borough of Birmingham, at his office in the said borough of Birmingham; with the clerk of the peace for the county of Warwick, at his office at Stratford-upon-Avon, in the said county of Warwick; with the clerk of the peace for the county of Worcester, at his office in the city of Worcester, in the said county of Worcester; with the clerk of the peace for the borough of Leicester, at his office in the said borough of Leicester; and with the clerk of the peace for the county of Leicester, at his office in the said borough of Leicester, and county of Leicester aforesaid: and that copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway and

works, or any part thereof, are proposed to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively.

Dated this sixth day of November, 1845.

*Motteram & Knowles,*  
Solicitors, Birmingham.

Sheffield, Ashton-under-Lyne, and Manchester Railway; Sheffield and Lincolnshire Railway; Great Grimsby and Sheffield Junction Railway; Grimsby Docks; Huddersfield and Manchester Railway and Canal (Amalgamation).

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act or Acts to authorize the amalgamation of the several undertakings, and projected undertakings, hereinafter mentioned, or some of them; and the union of the several companies, and proposed companies, to whom the same respectively belong, or may belong, and of the capital stock and effects of such companies respectively, that is to say:—

The Sheffield, Ashton-under-Lyne, and Manchester Railway, and its branches;

The Sheffield and Lincolnshire Junction Railway, and its branches;

The Great Grimsby and Sheffield Junction Railway, and its branches;

The Grimsby Docks;

The Sheffield and Lincolnshire Extension Railway, and its branches; and

The Huddersfield and Manchester Railway and Canal, and their respective branches.

And it is intended by such Act or Acts to alter, amend, and enlarge, for the purposes aforesaid, the powers and provisions of the several Acts relating to the said Sheffield, Ashton-under-Lyne, and Manchester Railway, passed respectively in the sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty; of the Act authorizing the construction of the Great Grimsby and Sheffield Junction Railway, passed in the last session of Parliament; of the Act passed in the last session of Parliament, for making additional docks and other works at the haven of the town and port of Great Grimsby, and for amending the Acts relating to the said haven; and of the Act passed in the last session of Parliament, for authorizing the construction of the said Huddersfield and Manchester Railway, and for consolidating into one undertaking the same railway and the Huddersfield Canal Navigation, and of the several Acts relating to the said Huddersfield Canal Navigation, passed respectively in the thirty-fourth, the thirty-ninth and fortieth, and the forty-sixth years of the reign of His late Majesty King George the Third.

And it is further intended by the said intended Act or Acts, to vest in one company, to be formed of the said united companies, the several undertakings hereinbefore mentioned, as well as the share or interest of the said Sheffield, Ashton-

under-Lyne, and Manchester Railway Company, in the Manchester South Junction and Altrincham Railway, authorized to be made by an Act passed in the last session of Parliament, entitled "An Act for making a Railway to connect the Manchester and Birmingham and Liverpool and Manchester Railways, in the parish of Manchester, and also to Altrincham, in the county of Chester, to be called 'The Manchester South Junction and Altrincham Railway,'" and to alter and amend, so far as may be necessary for that purpose, the powers and provisions of the said last-mentioned Act, and also to vest in the said company so to be formed as aforesaid, the several powers, rights, and privileges now vested in the said companies respectively, whether separately or jointly with any other company or companies, or which may become so vested in them by virtue of any Act or Acts which may be passed in the next session of Parliament, and to enable such company formed as aforesaid to levy tolls, rates, and duties, upon and in respect of the several undertakings and projected undertakings to be so amalgamated as aforesaid.

And it is further proposed by the said intended Act or Acts to alter, vary, or increase the tolls, rates, and duties, now authorized to be taken on the said Sheffield, Ashton-under-Lyne, and Manchester Railway, or its branches; and on the said Great Grimsby and Sheffield Junction Railway, or its branches; and on the said Huddersfield and Manchester Railway and Canal, or their respective branches; and in or in respect of the said Grimsby Docks; and to vary or extinguish all existing rights and privileges (if any) which would in any manner interfere with, or impede the objects aforesaid.

Dated the first day of November, 1845.

*Parker and Smith,*  
*Bagshaw, Stevenson, and Lycett,*  
*Haywood, Bramley, and Gainsford,*  
*Smith and Hinde,*  
*Worthington, Earle, and Berry,* } Solicitors.

Birkenhead Improvement Acts Amendment, No. 2.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act passed in the third and fourth years of King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the Police thereof, and for establishing a Market within the said township," and another Act passed in the first and second years of the reign of Her present Majesty, intituled "An Act to amend an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township, or chapelry of Birkenhead, in the County Palatine of Chester, and for regulating the Police

thereof, and for establishing a Market within the said Township;" another Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act to authorize the Purchase of a certain Ferry, called Woodside Ferry, by the Commissioners for the Improvement of the Township or Chapelry of Birkenhead, in the County Palatine of Chester, and for Amending the Improvement Acts for the said Township;" another Act, passed in the sixth year of the reign of Her present Majesty, intituled "An Act for extending the Powers of the Commissioners of the Township of Birkenhead, in the County of Chester, and for including the Township of Claughton-cum-Grange, with part of the Township of Oxton, in the same County, within their jurisdiction;" another Act passed in the same year, intituled, "An Act for establishing a Cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the County of Chester;" and another Act passed in the seventh year of Her present Majesty's reign, intituled "An Act to authorize the Purchase of 'Monks' Ferry' by the Commissioners for the Improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the County of Chester, and for Amending the Acts relating to the said Commissioners," and to grant further and additional powers to the Commissioners acting in the execution thereof for paving and flagging the public and private passages and streets and places within the limits of the said recited Acts, and for charging upon and recovering from the owners of the lands adjoining the said streets, passages, and places, the whole or part of the expense of such paving and flagging.

And by the said intended Act or Acts it is proposed to enable the said commissioners to alter, widen, enlarge, and improve the streets, lanes, and public and private places within the limits of the said Acts, and in particular the following, viz.: Canning Street, Corporation Road, and Hamilton Street to Woodside Ferry, and to remove and take down all projecting buildings or other obstructions to the streets and places within the said limits; and for the purposes aforesaid, and other the purposes of the said intended Act or Acts to purchase lands and houses by compulsion or agreement, and to vary or extinguish all existing rights and privileges connected with the said lands and houses so to be purchased, which would in any way impede or interfere with the execution of the purposes aforesaid, and to grant other rights and privileges.

And it is intended by the said Act or Acts to take powers to apply and contribute such part or parts of the rates, revenues, and property of the said commissioners as they may from time to time think proper towards the erection and maintenance of public hospitals within the limits of the said Acts for sick or maimed poor persons, and towards the erection and maintenance of washhouses and baths within the said limits, and to make such charge in respect of the use thereof as to the said commissioners may seem reasonable.

And it is intended by such Act or Acts to repeal the right now vested in the council of the borough of Liverpool, of nominating three commissioners under the said recited Acts, and to enable the

inhabitants within the limits thereof to elect three commissioners in lieu thereof.

And it is also intended by the said Act or Acts to take powers for rating the landlords, owners, and proprietors of all houses, tenements, buildings, and hereditaments within the limits of the said Acts, to the several rates and assessments, which the said commissioners are by the said recited Acts or any of them authorized to make and assess, and also to the rates or assessments for the relief of the poor within the said limits, or otherwise to limit the operation of such powers to houses, tenements, buildings, and hereditaments of the annual value of ten pounds a year and under.

And power will also be taken by the said Act or Acts to enable the said commissioners to raise a further sum of money on the credit of the rates, assessments, and property now vested or hereafter to be vested in the commissioners for the several purposes aforesaid, and for more effectually carrying out the several purposes of the said recited Acts.

Dated this first day of November, 1845.

*Mallaby, Townsend, and Newall,*  
Solicitors for the Bill,  
Birkenhead.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill for an Act to enable the society or company called and known by the name of The Sovereign Life Assurance Company, to sue and be sued, and to hold and transfer property, real and personal, in the name or names of certain members or co-partners, or officer or officers, of the said company, under the name and style of The Sovereign Life Assurance Company, or such other name and style as may be fixed by such Act, for power to alter or amend the contract of co-partnership or deed of constitution of the said company, and for such further powers and provisions as may be deemed expedient for the management of the affairs thereof.

Dated this fifth day of November, 1845.

*Davies and Son,*  
Solicitors,  
21, Warwick Street, Regent Street.

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 better lighting and supplying with gas the town and borough of Stafford, and the several parishes and townships of Saint Mary and Saint Chad in Stafford, Castle Church, Hopton, and Coton, and Tillington, all in the county of Stafford, or some of them, or some part or parts thereof respectively, and for supplying the inhabitants thereof with gas, and for such purposes to enable the said company to lay pipes and mains, in the several streets, roads, lanes, alleys, and places within the said town and borough, and parishes and townships aforesaid, or any of them; and to raise, levy, and collect rates or rents for the use of the gas to be supplied by the said company;

No. 20530.

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and also to vary or extinguish all rights and privileges which would impede or interfere with the execution of the purposes aforesaid; and to purchase either by compulsion or agreement, such lands and houses within the limits aforesaid as may be required for the purposes aforesaid.

And it is further proposed in and by the said Act to enable the said company so to be incorporated as aforesaid, to contract for, and purchase absolutely or to take on lease, for any term of years, from any existing or future Gas Light Company within the limits aforesaid, any gas works or gasometers, trunks, mains, pipes, plants, and apparatus, now erected or laid down, or hereafter to be erected or laid down within the limits aforesaid; And to take such other powers as may be necessary for fully carrying into effect the purposes aforesaid.

Dated this sixth day of November, 1845.

*Geo. Spilsbury,* Solicitor, Stafford.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of Her Majesty Queen Victoria, intituled, "An Act for making a Railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county palatine of Lancaster, to be called The Furness Railway," in which said Bill or Bills it is intended to apply for powers to enable the Furness Railway Company, incorporated by the said Act of Parliament, to make and maintain one or more line or lines of railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, approaches, and other works connected therewith, to commence at or near Sandside in the said parish of Kirkby Ireleth, by a junction with a line of the Furness Railway, and to terminate at a junction of the road from Ulverston to Broughton, and the road from Broughton to the Dudden Sands, in or near the town of Broughton, in the said parish of Kirkby Ireleth, which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial, and other places following, that is to say, Middle Quarter, Kirkby Ireleth, Angerton and Broughton, or some of them, all in the said county palatine of Lancaster.

And also another railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, approaches, and other works connected therewith, to commence in or near a field, number 467 on the Parliamentary plans of the said Furness Railway, situate in the said parish of Dalton, in the said county palatine of Lancaster, and to terminate at or near the town of Ulverston, and at or near the road leading from Ulverston to Urswick in the said parish of Ulverston, in or near a field belonging to Philip Berry Dean and others, which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Dalton, Dalton Proper, Above Town, Lindale and Marton,

Urswick, Great Urswick, Pennington, Osmotherly, and Ulverston, in the said county palatine of Lancaster.

And also a branch railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, approaches, and other works connected therewith, to commence from the line of the said last mentioned railway, in or near a close of land belonging, or reputed to belong to Robert Town, and in the occupation of Edward Charnock Ormandy, situate near Lindale Cote, in the said parish of Dalton, and to terminate in or near a field belonging to the vicarage of Pennington, in the said county palatine of Lancaster, and in the occupation of William Denny, situate about two hundred and fifty yards east of the Whitriggs Iron Mines, and within the said parish of Dalton, which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Dalton Above Town, and Lindale, and Marton, or some of them, all in the said county palatine of Lancaster.

And also another branch railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, approaches, and other works connected therewith, to commence in or near a close of land, number 463 on the Parliamentary plans of the said Furness Railway, situate in the said parish of Dalton, and to terminate at or near the Butts Iron Mines, in the said parish, which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Dalton and Dalton Proper, in the said county palatine of Lancaster.

Also another branch railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, approaches, and other works connected therewith, to commence by a junction with the intended new line of railway secondly hereinbefore described, at or near Low Greaves, in the parish of Pennington aforesaid, in or near a field belonging to William Nicholson, and in the occupation of Robert Postlethwaite, and to terminate at or near a certain inclosure or stone quarry called Hoad, in the said parish of Ulverston, which said railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Pennington, Osmotherly, and Ulverston, or some of them, all in the said county palatine of Lancaster.

And it is also intended to apply for powers to make lateral deviations from the line of the said railways and works, to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads and other highways, streams, canals, sewers, navigations, railways, and tramroads within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said railways and works.

And notice is hereby further given, that plans of the said railways and works, and also duplicates

of such plans, and sections and duplicates thereof, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the said county palatine of Lancaster, at his office at Preston, in the said county, on or before the thirtieth day of November, 1845; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish, in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

Dated this eighth day of November, 1845.

#### York and Lancaster Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing either at or near to the station or terminus of the York and North Midland Railway, in the city of York and county of the same city, or by a junction with the said York and North Midland Railway in the parish of St. Mary Bishop Hill the Younger, in the said city of York and county of the same city, and in the West Riding of the county of York, some or one of them, and terminating by a junction with the Lancaster and Preston Junction Railway, at or near to the station or terminus of the same railway, in the borough or town of Lancaster, in the parish of Lancaster, in the county of Lancaster; and which railway or railways will pass from, in, through, or into, the several cities, liberties, parishes, townships, and extra-parochial or other places following, or some of them, that is to say, York, Saint Mary Bishop Hill the Younger York, The Holy Trinity Micklegate York, Saint Mary Bishop Hill the elder York, Holgate, Clifton, Dringhouses, Acomb, Knapton, Askham Bryan, Askham Richard, Rufforth, Angram, Long Mars-ton, Hutton Wansley, Healaugh, Bilbrough, Bilton, Catterton, Tockwith, Wighill, Bickerton, Syningthwaite, Walton, Wetherby, Walkingham Hill with Occaney, Kirk Deighton, Cowthorpe otherwise Calthorpe, Micklethwaite, Micklethwaite Grange, Spofforth, Spofforth with Stockeld, Thorp Arch, Boston, Collingham, Beilby Grange, Linton, Woodhall, Sicklinghall, Kereby cum Netherby, Kereby, Netherby, Kirkby Overblows, Barrowby, East Keswick, East Righton otherwise East Rig-

ton, Dunkeswicke, Weeton, Rigton, Stainburn, Castley, Arthington, Harewood, Weardley, Bramhope, Addle, Pool, Otley, The Liberty of Cawood, Wistow, and Otley, Leathley, Lindley, Carlton, Farnley, Weston, Askwith, Newall, Clifton, Newhall with Clifton, Greenholme, Burley, Menstone, Guisley, Hathershaw, Denton, Middleton, Ilkley, Austley, Low Austley, Nesfield, Nesfield with Langbar, Addingham, Beamsley, Storiths, Hazlewood, Bolton, Bolton Abbey, East Halton, Draughton, Emsay cum Eastby, Eastby, Emsay, Stirton, Stirton cum Thorlby, Skipton, Snaygill, Carleton, Bradley, Upper Bradley, Broughton, Eshton, Gargrave, Bank Newton, Marton, East Marton, West Marton, Elslack, Bell Busk, Cold Coniston, Gisburn, Swindon, Hellifield, Arnforth, Otterburn, Kirkby in Malhamdale, Airton, Scosthorpe, Calton, Winterburn, Flasby, Long Preston, West Halton, Wigglesworth, Sawley with Tosside, Rathmill, Ainforth, Langill, Coppleside, Mere Beck, Skirbeck, Giggleswick, Little, Langeliffe, Great Stainforth, Lawkland, Austwick, Feizer, Clapham cum Newby, Clapham, Newby Coates, Newby, Thornton in Lonsdale, Ingleton, Black Burton otherwise Burton in Lonsdale, Bentham, High Bentham, and Low Bentham, all in the West Riding of the county of York; Bentham, High Bentham, and Low Bentham, in the West Riding of the said county of York; and in the county of Lancaster, or one of them; Wenington otherwise Wennington, Hornby, Wray, Wray with Bolton, Gressingham, Arkholme, Arkholme with Cawood, Farleton, Claughton, Caton, Littledale otherwise Caton cum Littledale, Aughton, Bulk, Quernmore, Browtop, Aldcliffe, Tatham, Melling, Halton, Halton with Aughton, Scotforth, Lancaster Castle, and Lancaster, or some of them, all in the county of Lancaster.

And it is intended by the said Act or Acts to authorize the construction and maintenance of a branch railway from and out of the said intended railway, diverging from such intended railway in the township of Wetherby in the parish of Spofforth, in the West Riding of the said county of York, and terminating in the said township of Wetherby, by a junction with the branch line of railway of or connected with the York and North Midland Railway, leading from Kirk Fenton otherwise Church Fenton, to Harrogate, in the West Riding of the said county of York, and passing from, in, through, or into the said township of Wetherby and parish of Spofforth, or one of them.

And it is intended by the said Act or Acts to authorize the construction and maintenance of another branch railway, from and out of the said intended railway, diverging out of and from the said intended railway at or near to Pool Bridge, in or near the parish of Leathley, in the West Riding of the said county of York, and terminating by a junction with the Leeds and Thirsk Railway, at or near to Wesco Hill, in the township of Weeton, in the parish of Harewood, in the West Riding of the said county of York, and passing from, in, through, or into the several parishes, townships, or extra-parochial and other places following, or some or one of them, that is to say, Leathley, Pool,

Stainburn, Castley, Weeton, and Harewood, all in the West Riding of the said county of York.

And it is intended by the said Act or Acts, to authorize the construction and maintenance of another branch railway, from and out of the said intended railway, diverging out of and from the said intended railway, at or near to Pool Bridge, in or near to the said parish of Leathley, and terminating by a junction with the Leeds and Thirsk Railway, at or near to Kirskill Hall, either in the parish of Addle, or in the parish of Otley, in the West Riding of the said county of York, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some or one of them, that is to say, Leathley, Pool, Bramhope, Arthington, Stainburn, Castley, Weeton, Harewood, Rigton, and Dunkeswicke, all in the West Riding of the said county of York.

And it is intended by the said Act or Acts, to authorize the construction and maintenance of another branch railway, from and out of the said intended railway, diverging out of and from the said intended railway, at or near to the township of Skipton, in the parish of Skipton, in the West Riding of the said county of York, and terminating by a junction with the line of railway called the Bradford Extension Railway, at or near to the said township of Skipton, and passing from, in, through, or into, the said township and parish of Skipton.

And it is intended by the said Act or Acts, to authorize the construction and maintenance of another railway or railways in connection with the said first mentioned intended railway with all proper works, approaches, and conveniences, connected therewith, commencing by a junction with the said Leeds and Thirsk Railway, in or near a close of land called Bridge Close, or Four Lane End Close, in the chapelry or township of Bilton with Harrogate, in the parish of Knaresborough, in the West Riding of the county of York, in the occupation of John Burniston, and terminating by a junction with the Great North of England Railway, at or near to Nether Poppleton, in the parish of Nether Poppleton, in the county of the city of York, or in the West Riding of the said county of York, some or one of them, and passing from, in, through, or into, the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Bilton with Harrogate, Harrogate, High Harrogate, Pannal, Follifoot, Plumpton otherwise Plumpton, Spofforth, Scriven otherwise Scriven with Tentergate, Knaresborough, Goldsborough, Flaxby, Clareton, Coneythorpe, Arkendale, Allerton Mauliverer, Allerton with Hopperton, Allerton with Flaxby, Whizley, Marton with Grafton, Ouseburn Great, Ouseburn Little, Kirby Hall, Thorpunderwoods, Greenhammerton, Kirkhammerton, Cattal, Old Thornville, Hunsingore, Weddington, New Monckton, Wilstrop otherwise Wilstrophe, Moor Monckton Tockwith, Long Marston, Hessey, Hutton Wansley, Rufforth Nether Poppleton, Upper Poppleton, Knapton, Acomb, and Holgate, all in the West Riding of the county of York.

And it is intended by the said Act or Acts, to authorize the construction and maintenance of a branch railway, diverging out of, or from, the said last mentioned intended railway, at or near to Thistle Hill in the township or parish of Knaresborough, in the West Riding of the said County of York, and terminating by a junction with the said Leeds and Thirsk Railway, at or near to Star Beck, in the said Parish of Knaresborough, and passing from, in, through, or into, the several parishes, townships, and extra-parochial, or other places following, or some or one of them, that is to say, Knaresborough, Spofforth, Plumpton otherwise Plumpton, Bilton with Harrogate, High Harrogate, Low Harrogate, and Scriven with Tentergate, all in the West Riding of the said county of York.

And it is intended to apply for power in the said Act or Acts to deviate in the construction of the said railway or railways, so to be made, to the extent of one hundred yards on either side of the line, or lines thereof, laid down, or intended to be laid down, on the plans to be deposited as hereinafter mentioned, except where the intention to deviate to a less extent shall be denoted on the said plans.

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

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

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

And it is further intended by such Act or Acts, to enable the company thereby to be incorporated, to sell, or let, or transfer the said intended railways, branch railways, and works, or any part thereof respectively, and all or any powers of such company in connection therewith or in relation thereto respectively, to any other railway company, and to enable any other railway company to purchase, or rent, or construct the same, or any part thereof respectively, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railways, branch railways, and works, and to guarantee interest on the capital to be expended thereon, and generally to enter

into and carry into effect such arrangements in reference to the objects aforesaid as may be mutually agreed on between any other railway company and the company to be incorporated as aforesaid.

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

Dated the first day of November, 1845.

*Chauntler and Westwood,*

Gray's Inn Square,

Solicitors for the Bill.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, or to repeal some of the powers and provisions of an Act passed in the fifty-ninth year of the reign of King George the Third, intitled an "Act for supplying with Water the town of Burnley, and a certain part of the township of Habergham-eaves, both in the parish of Whalley, in the county palatine of Lancaster."

And by the said intended Act it is proposed to enable "the Company of Proprietors of the Burnley Water Works" incorporated by the said recited Act, to better supply with water the inhabitants of the town of Burnley, and that part of the township of Habergham-eaves adjoining thereto, in the said county palatine of Lancaster; and for such purpose to construct and maintain new reservoirs, and continue and maintain present reservoirs, with all proper feeders, aqueducts, tunnels, works, and conveniences, to be connected therewith respectively, within the several parishes, chapelries, townships, hamlets, and extra-parochial, or other places, of Briercliffe, Extwistle, otherwise Briercliffe with Extwistle, Worsthorpe, Hurstwood, otherwise Worsthorpe with Hurstwood, Burnley, Habergham-eaves, otherwise Burnley cum Habergham-eaves, and Whalley, or some of them, all in the county palatine of Lancaster; and to collect and obtain water from certain lands, springs, brooks, and streams, situate within the said several parishes, chapelries, townships, hamlets, and places, or some of them, the

waters of which springs, brooks, or streams, or some of them, now directly or derivatively flow into the river Brun and into the reservoirs, aqueducts, and works of the said company or some of them.

And to lay down and maintain aqueducts, pipes, and conduits, for the conveyance of such water through private lands, and in and along roads, streets, and public passages, in the several parishes, chapeltries, townships, hamlets, and extra-parochial or other places aforesaid, or some of them.

And also to enable the said company to increase their capital by the creation of new shares, or by mortgage, or by such other means as Parliament shall direct; and to levy and raise rates or rents in respect of the supply of water to be afforded by them as aforesaid; and to alter or vary the existing rates, rents, or charges, and to confer, vary, or extinguish exemptions from the payment of rates, rents, or charges, and other rights and privileges, as may be found expedient.

And by the said Act, it is further intended to enable the said company to purchase by compulsion or agreement, or otherwise, the fee-simple and inheritance of and in, or take by demise for long terms of years, and either subject or not subject to reserved yearly rents, all such lands, reservoirs, springs, streams, tenements, and hereditaments, as may be necessary for the foregoing purposes, and to vary or extinguish all existing rights and privileges, belonging to or connected with such lands, springs, streams, tenements and hereditaments, respectively, or which would impede, or interfere, or be inconsistent with, the purposes aforesaid, and to grant other rights and privileges.

And notice is hereby further given, that plans and sections describing the situation and levels of the said intended reservoirs, aqueducts, and other works, and the springs, brooks, and streams, to be taken or directly diverted into the same, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands and hereditaments proposed to be taken for the purposes aforesaid, will be deposited on or before the thirtieth day of November instant, for public inspection, at the office of the Clerk of the Peace for the county palatine of Lancaster, in Preston, in the said 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 reservoirs, aqueducts, and works are proposed to be constructed, will, on or before the thirty-first day of December next, be deposited for public inspection, with the parish clerks of such parishes respectively, at their respective residences.

Dated this fifth day of November, one thousand eight hundred and forty-five.

*Buck and Eastwood, Solicitors, Burnley.*

Lowestoft and Beccles Railway and Drainage.  
**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the

construction and maintenance of the railway hereinafter mentioned, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near Lake Lothing, in the parish of Lowestoft, in the county of Suffolk, by a junction with the line of the Lowestoft Railway, as at present authorized to be made, and terminating by a junction with the line of a projected railway from Thetford through Diss to Reedham, or by an independent terminus, at or near the town of Beccles, in the parish of Beccles, in the county of Suffolk aforesaid; which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Lowestoft, Oulton, Carlton Colville, Barnby, North Cove, Worlingham Saint Mary otherwise Great Worlingham, and Beccles, all in the county of Suffolk.

And it is intended by such Act or Acts, to incorporate a company, and to authorize and empower such company to construct the said railway and works, and also to undertake the drainage and improvement of certain lands adjacent to the said intended railway, and situate within the several parishes, townships, and extra-parochial places of Beccles, Ingate next Beccles, Worlingham Saint Mary otherwise Great Worlingham, North Cove, Barnby, Carlton Colville, Oulton, and Lowestoft, in the county of Suffolk, or some of them, and for such purpose to make such main drains, side and lateral drains, ditches, culverts, sluices, embankments, and other works, and to widen, deepen, and improve such existing drains, and to raise or enlarge such existing embankments, within the said parishes, townships, and extra-parochial places aforesaid, or some of them, as may be necessary for the purpose, and to enter into such agreements with landowners and others in respect to such drainage, and the payment of rates to be levied in respect thereof, as they may see fit, and to vary or extinguish all rights or privileges (if any) which may be vested in any Commissioners of Sewers or others within the aforesaid parishes, townships, and places aforesaid, or any of them, and which would or might interfere with the objects aforesaid. And it is also intended to divert into the drains so proposed to be made as aforesaid certain streams and waters which now supply the river Waveney, Oulton Dyke, and Oulton Broad respectively, and to alter or repeal all such provisions (if any) contained in the Acts next hereinafter mentioned, or either of them, as would or might restrict or impede the diversion of such streams and waters as aforesaid, that is to say, an Act passed in the seventh and eighth years of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a navigable communication for ships and other vessels between the city of Norwich and the sea at or near Lowestoft, in the county of Suffolk," and "the Lowestoft Railway and Harbour Act, 1845."

And it is also intended by such Act or Acts to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts,

canals, sewers, drains, sluices, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter or divert, by reason of the construction of the said intended works, or any of them, or for the purpose of exercising any of the powers aforesaid.

And it is also intended by such Act or Acts to empower the company thereby to be incorporated to purchase lands and buildings by compulsion or agreement, and to levy tolls, rates, and duties in respect of the said intended railway and works, and also to impose certain annual rates and taxes upon the lands, the drainage whereof is intended to be improved as aforesaid, and to grant certain exemptions from such tolls, rates, and duties respectively.

And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased as aforesaid, or which would in any manner impede or interfere with the objects aforesaid or any of them, and to confer other rights and privileges.

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

Dated this seventh day of November, 1845.

*Norton and Reeve,*  
Solicitors.  
Lowestoft.

#### Chester and Manchester Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction of a railway, with all proper works and conveniences connected therewith, to commence by a junction with the Chester and Birkenhead Railway in the parish of St. Oswald, in the city of Chester and county of the same city, at or near the Chester station thereof, and to commence by an independent station in the parish of St. Oswald, in the city of Chester and county of the same city, or to commence at either or one of the places aforesaid, thence passing from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places of St. Oswald, in the city of Chester and county of the same city, Newton-by-Chester, St. Oswald, Upton, St. Mary-on-the-Hill, Plemstall, Plemstall, Hoole, Mickle-Trafford, Picton, Picketon, Bridge-Trafford, Thornton, Thornton in-the-

Moors, Wimbold's-Trafford, Dunham-on-the-Hill, Elton, Hapsford, Helsby, Overton, Nether-ton, Frodsham, Frodsham, Frodsham Lordship, Clifton, Rock-Savage, Runcorn, Sutton, Aston, Aston-by-Sutton, Stockham, Norton, Preston-on-the-Hill, Daresbury, Newton, Newton-by-Daresbury, Keckwick, Keckwick, Moore, Moor, Hatton, Hatton-by-Keckwick, Hatton-by-Keckwick, Great Budworth, Appleton, Hull and Appleton, Grappenhall, Thelwall, Lymm, Lymm, Bollington, Warburton Warburton, Partington, Carrington, Sale, Ashton-upon-Mersey, Ashton-upon-Mersey, Bowdon and Bowden, or some of them, all in the county of Chester; Flixton, Urmston, Urmstone, Stretford, Chorlton-cum-Hardy, Chorlton-upon-Medlock, Hulme, Manchester or some of them, all in the county of Lancaster; and to terminate by a junction with the line to be made from Manchester aforesaid to Altrincham, in the county of Chester; at or near Stretford, in the county of Lancaster; and to terminate at or in the township of Hulme, in the parish of Manchester aforesaid, or to terminate at either or one of the places aforesaid.

And it is also proposed to take powers in the said intended Act or Acts to make and maintain the several branch railways following, or some or one of them, with all proper works and conveniences connected therewith, that is to say, a branch railway from and out of the said intended main line of railway, commencing in the township of Helsby, in the parish of Frodsham, in the county of Chester, thence passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places of Frodsham, Frodsham, Frodsham Lordship, Overton, Woodhouse, Helsby, Hapsford, Elton, Ince, Runcorn, Thornton-in-the-Moors, Thornton, Little Stanney, Great Stanney, Stoke, Whitby, Stanlow, Eastham, Great Sutton, Capenhurst, Shotwick, Ledsham, Neston, Hooton, Childer-Thornton, and Little Sutton, or some of them, all in the county of Chester; and to terminate by a junction with the Chester and Birkenhead Railway, in the township of Little Sutton, in the parish of Eastham, in the county of Chester, at or near the Sutton station of the said last mentioned railway.

Another branch from and out of the said intended main line of railway, commencing at or near the town of Lymm, in the parish of Lymm, in the county of Chester, thence passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places of Lymm, Lymm, Thelwall, Runcorn, Great Budworth, Appleton, Hull and Appleton, Grappenhall, Grappenhall, and Latchford, or some of them, all in the county of Chester and Warrington, in the county of Lancaster, and to terminate in the parish of Warrington aforesaid, at or near the Warrington station of the Grand Junction Railway.

Another branch from and out of the said intended main line of railway, commencing at or near the town of Lymm, in the parish of Lymm, in the county of Chester, thence passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places of Lymm, Lymm, Warburton, Warburton, Dunham-Massey, Dunham-Woodhouses, Sinderland, Bowdon, Bowden,

Rostherne, Bollington, Altrincham, Timperley, Baguley, Northen, Northenden, Northen-Etchells, Etchells-in-Northen, Stockport, Stockport-Etchells, Cheadle - Bulkeley, Cheadle - Moseley, Cheadle, Bramhall, Bramall, and Stockport, or some of them, all in the county of Chester, and to terminate in the parish of Stockport, in the county of Chester, at or near the Stockport station of the Manchester and Birmingham Railway.

And notice is hereby given, that powers are intended to be taken in the said Act or Acts to deviate in the construction of the said proposed railway and branch railways, or some, or one of the same respectively, and works connected therewith respectively, to such extent as will be shewn or defined in the plans hereinafter mentioned.

And it is also intended by the said Act or Acts to take powers to cross, alter, divert, or stop and shut up within the several parishes, townships, townlands, and extra-parochial and other places aforesaid, all such streets, highways, and turnpike and other roads, railways, passages, rivers, canals, brooks, sewers, streams, waters, and watercourses, as it may be necessary and expedient to cross, alter, divert, stop, or shut up for the purposes of making, maintaining, and using the said intended railway and branch railways, or some, or one of the same respectively, and other works and conveniences to the same respectively belonging.

And notice is hereby given, that it is intended in and by such Act or Acts to incorporate a company for the purpose of making, maintaining, working, and using the said railway and branch railways, or some or one of the same respectively, and for other purposes, and to obtain powers for the compulsory purchase of lands, messuages, houses, and hereditaments, and to levy tolls, rates, and duties in respect of the said railway and branch railways, or some or one of the same respectively, and to vary and extinguish all rights and privileges in anywise connected with the lands, messuages, houses, and hereditaments proposed to be taken for the purposes of the said railway and branch railways, or some or one of the same respectively, and to confer exemptions from the payment of tolls, rates, and duties and other rights and privileges.

And notice is hereby given, that plans and sections, and also duplicate plans and sections respectively, of the said intended railway and branch railways, or some or one of the same respectively, together with books of reference relating thereto, will, on or before the thirtieth day of November, 1845, be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office in Preston, in the said county of Lancaster; and with the clerk of the peace for the county of Chester, at his office in the city of Chester; and also, with the clerk of the peace for the city of Chester and county of the same city, at his office in the said city of Chester; and that a copy of so much of the plans and sections as relates to each parish in or through which the work is intended to be made, maintained, varied, extended, or enlarged, together with the

book of reference relating thereto, will be deposited for public inspection, on or before the thirty-first day of December, 1845, with the parish clerk of each such parish at his place of abode.

Dated this 7th day of November, 1845.

*Stephen and Hutchinson*, Solicitors, London.

*Higson and Robinson*, } Solicitors, Manchester.  
*R. B. B. Cobbett*, }

Great Western and Uxbridge Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, landing-places, warehouses, works, communications, approaches and conveniences connected therewith, to commence by a junction with the Great Western Railway at or near to West Drayton, in the parish of Hillingdon, in the county of Middlesex, and terminating at or near to the town of Uxbridge, within the parish of Hillingdon, in the said county of Middlesex; and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, West Drayton, Hillingdon, Cowley, and Uxbridge, all in the county of Middlesex; and Iver, in the county of Buckingham.

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

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection, with the clerk of the peace for the county of Middlesex, at his office at Clerkenwell, 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, on or before the thirtieth day of November, 1845; and, on or before the thirty-first day of December then next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

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

And it is also proposed in and by the said Bill or Bills to empower the said company to be thereby incorporated, to let on lease the said intended railway and works, or any part of the same, or the tolls thereof, to the Great Western Railway Company, or to any other railway company or companies with whose line the said intended railway or works may unite, or to enter into any agreement with such company or companies, touching the said railway or the working thereof, or the tolls thereof, and to enable the said Great Western Railway Company, or such other company or companies as aforesaid, to accept such lease, or to make and fulfil such agreement, and to enter upon and enjoy all the estate, property, and effects, and exercise all the rights, powers, and privileges of the company so to be incorporated, granted by the said lease or agreement.

Dated this third day of November, 1845.

<p><i>Baxter, Rose, and Norton,</i> <i>Edwards, Mason, and Edwards,</i> London,</p>	<p>} Solicitors for the Bill.</p>
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#### The Huddersfield and East and West Coasts Direct Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railways hereinafter mentioned, or some of them, or some part or parts of them, with all proper and necessary works and conveniences in connection therewith respectively, that is to say, a main line of railway commencing or diverging from and out of and by a junction with the line of the Huddersfield and Manchester Railway, now in the course of being constructed, at a point thereon in the township of Huddersfield, in the parish of Huddersfield, in the west riding of the county of York, and terminating by a junction with the line of the Midland Railway, otherwise the North Midland Railway, at a point thereon in the township of Carlton, in the parish of Royston, in the said west riding of the county of York; and also by another junction with the line of a proposed railway, called or to be called the Hull and Barnsley Junction Railway, in the township of Monk Bretton otherwise Burton, and parish of Royston, aforesaid; the said intended main line of railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parishes of Huddersfield, Kirkheaton, Almondbury, Kirkburton, Emley, High Hoyland, Penistone, Cawthorne, Silkstone, Darton, Darfield, and Royston, all in the said west riding of the county of York; and the townships extra-parochial or other places, of Huddersfield, Fartown,

Kirkheaton, Dalton, Lepton, Almondbury, Farnley-Tyas, Thurstonland, Kirkburton, Highburton, Shelley, Cumberworth, Cumberworth-Half, Skelmanthorpe, Emley, Clayton West otherwise West Clayton, High Hoyland, Denby otherwise High Denby, Cawthorne, Silkstone, Barnsley, Darton, Kexborough, Barugh otherwise Bargh, Ardsley, Darfield, Monk Bretton otherwise Burton, Cudworth, Carlton, and Royston, all in the said west riding of the county of York.

A branch railway commencing or diverging from and out of the said intended main line of railway, at a point thereon, in the township of Dalton, in the parish of Kirkheaton, and in the township of Huddersfield, in the parish of Huddersfield, all in the said west riding of the county of York, or in one of the same last-mentioned townships, and terminating at, in, or near to Aspley otherwise Upper Aspley, in the town of Huddersfield, in the township and parish of Huddersfield, in the said west riding of the county of York; the said intended branch railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parishes of Kirkheaton and Huddersfield, both in the said west riding of the county of York, and the townships, extra-parochial, or other places, of Dalton and Huddersfield, both in the said west riding of the county of York.

Another branch railway, commencing or diverging from and out of the said intended main line of railway, at a point thereon, in the township of Dalton, in the parish of Kirkheaton, in the said west riding of the county of York, and terminating by a junction with the line of the said Huddersfield and Manchester Railway, at a point thereon in the township of Huddersfield, in the parish of Huddersfield, in the said west riding of the county of York; the said intended last-mentioned branch railway with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, the parishes of Kirkheaton and Huddersfield, both in the said west riding of the county of York; and the townships, extra-parochial, or other places, of Dalton, Kirkheaton, and Huddersfield, all in the said west riding of the county of York.

Another branch railway commencing or diverging from and out of the said intended main line of railway, at a point thereon in the township of Dalton, in the parish of Kirkheaton, in the said west riding of the county of York, and terminating in the townships of Lepton and Whitley Upper otherwise Upper Whitley, both in the parish of Kirkheaton, in the said west riding of the county of York, or in one of the said two last-mentioned townships; the said intended last-mentioned branch railway with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parishes of Kirk-

heaton and Thornhill, both in the said west riding of the county of York, and the townships, extra-parochial or other places of Dalton, Kirkheaton, Lepton, Whitley Upper otherwise Upper Whitley, and Whitley Lower otherwise Lower Whitley, all in the said west riding of the county of York.

Another branch railway, commencing or diverging from and out of the said intended main line of railway at two points thereon, both in the townships of Cumberworth and Cumberworth-Half, in the several parishes of Emley, High Hoyland, Silkstone, and Kirkburton, all in the said west riding of the county of York, or some or one of them, and terminating in the township of Upper and Lower Flockton, in the parish of Thornhill, in the said west riding of the county of York; the said intended last-mentioned branch railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, the parishes of Emley, High Hoyland, Silkstone, Kirkburton, and Thornhill, all in the said west riding of the county of York, and the townships, extra-parochial, or other places, of Skelmanthorpe, Cumberworth, Cumberworth-Half, Clayton West otherwise West Clayton, Emley, and Upper and Lower Flockton, all in the said west riding of the county of York.

Another branch railway commencing or diverging from and out of the said intended main line of railway, at a point thereon in the township of Cawthorne, in the parish of Cawthorne, in the said west riding of the county of York, and terminating in the township of Silkstone, in the parish of Silkstone, in the said west riding of the county of York; the said intended last-mentioned branch railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parishes of Cawthorne and Silkstone, both in the said west riding of the county of York, and the townships, extra-parochial or other places of Cawthorne and Silkstone, both in the said west riding of the county of York.

Another branch railway commencing or diverging from and out of the said intended main line of railway, at a point thereon in the township of Monk Bretton otherwise Burton, in the parish of Royston, and in the township of Barnsley, in the parish of Silkstone, all in the said west riding of the county of York, or in one of the same last-mentioned townships, and terminating in the town of Barnsley, in the township of Barnsley, in the parish of Silkstone, in the said west riding of the county of York, at or near to Regent-street, in the said town of Barnsley, in the same last-mentioned township and parish; the said intended last-mentioned branch railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parishes of Roys-

ton and Silkstone, both in the said west riding of the county of York, and the townships, extra-parochial or other places, of Monk Bretton otherwise Burton, and Barnsley, both in the said west riding of the county of York.

Another branch railway, commencing or diverging from and out of the said intended main line of railway, at a point thereon in the township of Ardsley, in the parish of Darfield, in the said west riding of the county of York, and terminating in the townships of Ardsley, Wombwell, and Worsborough otherwise Worsbrough, all in the parish of Darfield, in the said west riding of the county of York, or in some or one of the said last mentioned townships, and there forming a junction or junctions with any line or proposed line of railway, intended to be made and passing through or in the said last mentioned townships, or some or one of them; the said intended last-mentioned branch railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parishes of Darfield and Royston, both in the said west riding of the county of York, and the townships, extra-parochial or other places, of Ardsley, Monk Bretton otherwise Burton, Wombwell, and Worsborough otherwise Worsbrough, all in the said west riding of the county of York.

And another branch railway, commencing or diverging from and out of the said intended main line of railway, at a point thereon in the township of Monk Bretton otherwise Burton, in the parish of Royston, in the said west riding of the county of York, and terminating by a junction with the Midland Railway, otherwise the North Midland Railway, in the township of Cudworth, in the parish of Royston, aforesaid; the said intended last mentioned branch railway, with the works and conveniences connected therewith, being to be made and maintained from, in, through, or into the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, the parishes of Royston and Darfield, both in the said west riding of the county of York, and the townships, extra-parochial or other places of Monk Bretton otherwise Burton, Ardsley, Darfield, and Cudworth, all in the said west riding of the county of York.

And it is intended by the said Act or Acts to take powers to cross, alter, vary, divert, or stop up all such streets, highways, roads, tram roads, railroads, paths, passages, cuts, canals, rivers, brooks, streams, sewers, waters, and water-courses, and to form such junctions with existing or projected railways, within the said several parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, alter, vary, divert, or stop up, or to form, for the purposes of the said intended railway and branch railways, works, and conveniences, or any part thereof.

And it is intended by the said Act or Acts to incorporate a company for executing and carrying into effect the said proposed undertaking, and the several powers to be granted in relation thereto, and

to take powers to levy tolls, rates, and duties, on or for the use of the said intended railway and branch railways, works, and conveniences, and to confer exemptions from payment of tolls, rates, and duties, and to obtain powers for the compulsory purchase of lands, houses, and buildings, or other property required for the construction, use, and maintenance of the said intended railway and branch railways, works, and conveniences, and to vary or extinguish all existing rights and privileges connected with the said lands, houses, and buildings, or other property, or which would in any manner interfere with the due execution of the several purposes aforesaid, and to confer other rights and privileges, and to deviate in the construction of the said intended railway, branch railways, and works, to such an extent as will be shown on the plans thereof to be deposited as after mentioned.

And notice is also given, that it is intended by the said Act or Acts to enable the company to be thereby incorporated, to sell or lease the said intended railway and branch railways, works, and conveniences, or any part or parts thereof, and all the powers to be granted in relation thereto, to any existing railway company, or to any company to be incorporated by Parliament, and to enable such last-mentioned companies, or any of them, to purchase or lease, and to work and use the same or any part or parts thereof, and to exercise such powers, whether with relation to the levying of tolls, rates, and duties, or otherwise, and generally to enable such company so to be incorporated, and such other railway companies, to enter into and complete such arrangements and agreements, either jointly or severally, and either mutually or with any other parties in relation to the said undertaking, as may be expedient and proper.

And notice is also given, that duplicate plans and sections, describing the line, levels, and situation, of the said intended railway, branch railways, and works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November, 1845, with the clerk of the peace of the said west riding of the county of York, at his office in Wakefield, in the said west riding; and that a copy of so much of the said plans and sections and books of reference, as relates to each of the several parishes, from, in, through, or into which the said intended railway, branch railways, works, and conveniences, are proposed to be made and maintained, will be deposited also for public inspection, on or before the thirty-first day of December, 1845, with the parish clerks of those parishes respectively, at their respective residences.

Dated this eighth day of November, 1845.

*William Jacomb,*  
Solicitor, Huddersfield.

Preston and Wyre Railway Harbour and Dock 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 or Bills, to alter, amend, and enlarge, the powers and provisions of the several Acts following, that is to say, an Act passed in the session of Parliament held in the fifth and sixth years of the reign of King William the Fourth, intituled, "An Act for making a railway from Preston to Wyre, and for improving the Harbour of Wyre, in the County Palatine of Lancaster;" an Act passed in the seventh year of the said reign, intituled, "An Act to alter the line of the Preston and Wyre Railway, and to amend the Act relating thereto;" an Act passed in the seventh year of the said reign, intituled, "An Act for making and maintaining a Dock or Docks at Wyre, in the County Palatine of Lancaster;" an Act passed in the session of Parliament held in the second and third years of the reign of Her present Majesty, intituled, "An Act to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company;" an Act passed in the said last mentioned session, intituled, "An Act to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company and the Preston and Wyre Dock Company, and to consolidate the said Companies;" an Act passed in the session of Parliament, held in the seventh and eighth years of the reign of Her present Majesty, intituled, "An Act to amend the several Acts relating to the Preston and Wyre Railway, Harbour, and Dock Company;" and an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, intituled, "An Act to amend the several Acts relating to the Preston and Wyre Railway, Harbour, and Dock Company, and to enable the said Company to make three several Branch Railways;" in which said Bill or Bills it is intended to apply for powers to enable the said Preston and Wyre Railway, Harbour, and Dock Company to make and maintain a branch or extension railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works and conveniences connected therewith, to commence by one or more junction or junctions with the Preston and Wyre Railway, at or near the Fleetwood station or terminus thereof, in the township of Thornton, in the parish of Poulton le Fylde, in the county of Lancaster, and to terminate by one or more junction or junctions with the Lancaster and Carlisle Railway, at or near the Lancaster station or terminus of the said last-mentioned railway, in the township and parish of Lancaster, in the said county of Lancaster, and which said branch or extension railway and works will be made in or pass from, through, or into the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Thornton, Poulton otherwise Poulton le Fylde, the bed and shores of the river Wyre, Preesall with Hackensall, Lancaster, Pilling, Garstang, Cockerham, Thurnham with Glasson, Thurnham, Ashton with Stodday and Aldcliffe, all in the county of Lancaster.

And in which said Bill or Bills it is also intended to apply for powers to enable the said Preston and Wyre Railway, Harbour, and Dock Company to make and maintain a dock or docks in or near the river Wyre, in the township of Preesall with Hackensall, in the parish of Lancaster, in the said county of Lancaster, at or near a place called Knott End, with a graving or repairing dock or docks, and with all necessary sluices, drains, channels, feeders, locks, inlets, outlets, wharfs, quays, warehouses, and other works connected therewith, together with one or more railway or railways commencing at or near the said intended dock or docks, in the township of Preesall with Hackensall, in the parish of Lancaster, in the said county of Lancaster, crossing the said river Wyre, and terminating by one or more junction or junctions with the Preston and Wyre Railway, at or near the Fleetwood station or terminus thereof, in the township of Thornton, in the parish of Poulton otherwise Poulton le Fylde, in the said county of Lancaster; and together also with all requisite paths, roads, bridges, approaches, avenues, warehouses, and other works and conveniences connected with the said last mentioned dock or docks, railway or railways, and other works, which said dock or docks, railway or railways, and other works connected therewith will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Preesall with Hackensall, Lancaster, Thornton, and Poulton, otherwise Poulton le Fylde, or some of them, in the said county of Lancaster.

And in which said Bill or Bills it is also intended to apply for powers to enable the said Preston and Wyre Railway, Harbour, and Dock Company to make and maintain a branch railway, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, to commence by one or more junction or junctions with the said first-described branch or extension railway at or near Sandside, in the township of Pilling, in the parish of Garstang, in the said county of Lancaster, and to terminate by one or more junction or junctions with the Lancaster and Preston Railway at or near the town of Garstang, in the township of Barnacre with Bonds, in the parish of Garstang, in the said county of Lancaster; which said last-mentioned branch railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Pilling, Garstang, Cockerham, Winmarleigh, Nateby, Cabus, Kirkland, and Barnacre with Bonds, all in the said county of Lancaster.

And in which said Bill or Bills it is intended to apply for powers to enable the said Preston and Wyre Railway, Harbour, and Dock Company to make and maintain a branch or junction railway, with all necessary stations, erections, tunnels, bridges, viaducts, wharfs, warehouses, communications, and other works connected therewith, to commence by one or more junction or junctions with the Preston and Wyre Railway at or near the Maudlands Station, in the town of Preston, in the township and parish of Preston, in the said county of Lancaster, and to terminate by one or more

junction or junctions with the Preston and Longridge Railway, at or near the station of the Preston and Longridge Railway Company, in the said town of Preston, in the township and parish of Preston aforesaid, which said branch or junction railway and works will be made in, or pass from, through, or into the township and parish of Preston aforesaid.

And notice is hereby given, that it is also intended to apply for powers to enable the said Preston and Wyre Railway, Harbour, and Dock Company to make lateral deviations from the lines of the said several proposed railways, docks, bridges, and works, to the extent, or within the limits, defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, canals, rivers, sewers, navigations, railways, and tramroads within the several parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up, for the purposes of the said railways, docks, and works, or either of them.

And notice is hereby further given, that plans of the said several proposed railways, docks, and works, and also duplicates of such plans and sections, and duplicates of the same, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Lancaster, at his office at Preston, in the said county, on or before the thirtieth day of November, 1845; and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And notice is hereby further given, that in the said Bill or Bills it is intended to apply for powers to enable the Preston and Longridge Railway Company to sell or let to the said Preston and Wyre Railway Harbour and Dock Company, the Preston and Longridge Railway, or any part thereof, and all or any of their rights, powers, and privileges connected therewith, and all and singular their estates, property, and effects, real, personal, or mixed, or of any other kind or nature whatsoever, upon such terms as have been already agreed upon by the said Preston and Longridge Railway Company, or upon such other terms as may be hereafter agreed upon by and between the said Preston and Longridge Railway Company, and the said Preston

and Wyre Railway, Harbour, and Dock Company; and also to enable the said Preston and Wyre Railway, Harbour, and Dock Company to purchase or rent, and to use, exercise, and enjoy the same; and also to alter or increase the tolls, rates, and duties now payable upon or in respect of the said Preston and Longridge Railway, and to vary or extinguish all or any of the existing rights and privileges connected with or arising out of the said last-mentioned railway; and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed to alter, amend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act passed in the session of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining a Railway from Preston to Longridge, in the county palatine of Lancaster," and an Act made and passed in the fourth year of the reign of Her present Majesty, intituled "An Act to enable the Preston and Longridge Railway Company to raise a further sum of money."

Dated this fifth day of November, 1845.

*T. W. Nelson,*

Gresham Place, Lombard Street,  
Solicitor of the Preston and Wyre Railway,  
Harbour, and Dock Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, and enlarge, and also to repeal some of the powers and provisions of the several Acts relating to the Manchester and Birmingham Railway, passed respectively in the first, the second and third, the seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty; and that by such intended Act or Acts it is proposed to empower the Manchester and Birmingham Railway Company to make the several branch railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper works and conveniences connected therewith, that is to say, a branch railway from and out of the main line of the Manchester and Birmingham Railway in the township of Cheadle Bulkeley in the parish of Cheadle, in the county of Chester, and passing from, in, through, or into the several parishes, townships, divisions and extra-parochial or other places of Cheadle, Cheadle Bulkeley, Cheadle Moseley, Stockport, Bramhall, Prestbury, Worth, and Poynton, or some of them, in the county of Chester, and terminating by a junction with the Macclesfield Branch of the Manchester and Birmingham Railway at Poynton, in the said parish of Prestbury and county of Chester.

Also another branch railway commencing by a junction or two junctions with the main line of the Manchester and Birmingham Railway, near the Wilmslow station of the said railway, in the parish of Wilmslow, in the said county of Chester, and passing from, in, through, or into the several parishes, townships, divisions, and extra-parochial

or other places of Wilmslow, Bollin-fee otherwise Bollin-cum-Norcliffe-fee, Fulshaw, Pownal-fee, Chorley, Dean Row, The Hough, Styall, Morley, Hawker's Green, Lindow, Moberly, Knoll's Green otherwise Knowles Green, Alderley, Over Alderley, Nether Alderley, Great Warford, Knutsford, Ollerton, Over Knutsford, Nether Knutsford, Bex-ton, Toft, Cross Town, Rosthern, Over Tabley otherwise Tabley Superior, Tatton, Marthall, otherwise Marthall cum Warford otherwise Marthall with Little Warford, Great Budworth, Nether Tabley otherwise Lower Tabley otherwise Tabley Inferior, Lostock, Gralam, Witton otherwise Witton-cum-Twambrook otherwise Witton-cum-Twambookes, Plumbley otherwise Plumbley-cum-Holford, Mars' on, Marbury, Lower Peover otherwise Nether Peover otherwise Great Peover, Little Peover otherwise Peover Inferior, Wincham, Ander-ton, Winnington, Northwich Castle Northwich, Hartford, Rudheath, Birches, Holford, Davenham, Leftwich, Lower Shurlach, Weaverham, Wallerscote, Acton, Sandiway, Gorstage, or some of them, in the county of Chester, and terminating by a junction with the Grand Junction Railway, at or near Gorstage Green, in the parish and township of Weaverham in the said county of Chester.

Also another branch railway commencing by a junction or two junctions with the main line of the Manchester and Birmingham Railway, near the Wilmslow station of the said railway, in the parish of Wilmslow, in the said county of Chester, and passing from, in, through, or into the several parishes, townships, divisions, and extra-parochial or other places of Wilmslow, Fulshaw, Bollin-fee otherwise Bollin-cum-Norcliffe-fee, Pownal-fee, The Hough, Dean Row, Morley, Prestbury, Mot-tram, Saint Andrew, Newton, Adlington, and Butley otherwise Butley-cum-Newton, or some of them, in the county of Chester; and terminating by a junction with the Macclesfield Branch of the said Manchester and Birmingham Railway, in the township of Butley otherwise Butley-cum-Newton, in the said parish of Prestbury, and county of Chester, near to the village of Prestbury aforesaid.

Also another branch railway from and out of the said Macclesfield Branch of the Manchester and Birmingham Railway, in the township of Adlington, in the parish of Prestbury, in the county of Chester, and passing from, in, through, or into the several parishes, townships, divisions, and extra-parochial, or other places of Prestbury, Adlington, Pott Shrigley, Kerridge, Styperson Park, Whiteley Green, and Bollington, or some of them, in the said county of Chester, and terminating in the township of Bollington, in the said parish of Prestbury, and county of Chester, near to the aqueduct of the Macclesfield Canal.

And by the said intended Act or Acts it is also proposed to take powers for the compulsory purchase of lands and houses, and also powers for the levying of tolls upon and in respect of the works hereinbefore referred to, and also powers for altering, diverting, or stopping up within the aforesaid parishes, townships, divisions, and places, and whether temporarily or permanently, all roads, streets, highways, rivers, streams, sewers, pipes, aqueducts, canals, and railways or tramways,

which it may be necessary so to stop up, alter, or divert, for the purpose of constructing or maintaining the said intended works or any of them.

And it is also proposed to vary or extinguish all rights or privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges.

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

Dated this first day of November, 1845.

*Slater and Heelis,*

Solicitors, Manchester.

Newcastle and Darlington Junction Railway;  
Branches and Dock.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, enlarge, or extend the powers and provisions of the several Acts following, or some of them, that is to say, an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for completing the Railway Communication between the towns of Newcastle-upon-Tyne and Darlington, by a railway to be called the Newcastle and Darlington Junction Railway, with a branch to the city of Durham;" another Act, passed in the session holden in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act to authorize certain Alterations in a Portion of the Line of the Great North of England Railway, and for vesting the same in the Newcastle and Darlington Junction Railway Company;" another Act, passed in the session holden in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for authorizing the Sale of the Durham Junction Railway to the Newcastle and Darlington Junction Railway Company, and for enabling the said Company to make a Station at Gateshead, with a Bridge and Approaches, to connect the said last-mentioned Railway with the town of Newcastle-upon-Tyne, and for other purposes;" and another Act, passed in the session holden in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for enabling the Newcastle and Darlington Junction Railway Company to purchase the Brandling Junc-

tion Railway, and to enable the said Company to make certain Branch Railways, Stations, and Works, and for other purposes."

And it is proposed by the said intended Act or Acts, to take powers for making and maintaining a branch railway or branch railways, together with all proper works and conveniences connected therewith, and approaches thereto respectively, from and out of the South Shields Branch of the Newcastle and Darlington Junction Railway, commencing at or near to a place marked A on the plans, (which will be deposited as hereinafter mentioned,) in the township of Harton, in the parish of Jarrow, in the county of Durham; and terminating at or upon Jarrow Slake, within the river Tyne, in the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, near to the Jarrow Chemical Works.

And also powers for making and maintaining a dock, with suitable piers, walls, locks, gates, bridges, arches, quays, landing-places, avenues, approaches, wharfs, depôts, warehouses, buildings, staiths, reservoirs, works, and conveniences, at and near to Jarrow Slake, upon or within the river Tyne, and the lands adjoining the same; which said branch railway or branch railways, dock, and works, or some of them, will extend or pass to, from, through, or into, or be made and maintained within the parishes, townships, townlands, chapelries, and extra-parochial places following, or some of them, that is to say, Jarrow, Monkwearmouth, Saint Hilda, South Shields, Westoe otherwise Wyvestoe, Harton, and Fulwell, all in the county of Durham, and Saint Nicholas, in the borough and county of Newcastle-upon-Tyne. And also powers to levy and collect tolls, rates, dues, and duties, for the use of the said intended branch railway or branch railways, dock, and works respectively, and to grant such exemptions from the payment of such tolls, rates, and duties, as may be deemed expedient; and also to purchase, by compulsion or otherwise, lands and houses, for the purposes of the said intended branch railways, dock, and works respectively; and to vary or extinguish all existing rights or privileges connected with such lands and houses, or which would impede or interfere with the construction or maintenance of the said branch railways, dock, and works respectively; and to raise money for the several purposes of the said intended Act or Acts, and to confer other rights and privileges.

And it is also proposed to take power by the said intended Act or Acts, to enable the said Newcastle and Darlington Junction Railway Company to raise a further sum of money, for the purpose of executing or carrying into effect the works and purposes aforesaid, or some of them.

And notice is hereby also given, that duplicate maps or plans and sections, describing the lines or situations and levels of the said intended railways or branch railways, dock, and works, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection, on or before the thirtieth day of November in the present year,

with the clerk of the peace for the borough and county of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne; and with the clerk of the peace for the county of Durham, at his office in the city of Durham; 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 railways, branch railways, dock, and works will be made or pass, will be deposited, on or before the thirty-first day of December next, with the respective parish clerks of the said parishes respectively, at their respective residences.

Dated the seventh day of November, one thousand eight hundred and forty-five.

*Claytons and Dunn,*  
Solicitors, Newcastle-upon-Tyne.

#### The York New Waterworks.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company, for better supplying with water the city and neighbourhood of York, within the limits of the several parishes, parochial chapelries, townships, hamlets, extra-parochial and other places hereinafter mentioned, or some of them; and for effecting the purposes aforesaid, power will be applied for, to take and use water from the River Ouse, at, or near a place called Acomb Landing, in the township of Acomb, in the Ainsty of the city of York, and the West Riding of the county of York, and at or near a place called Poppleton Landing, in the township of Nether Poppleton otherwise Water Poppleton, in the said Ainsty of the city of York, and the West Riding of the county of York, or one of such places, the waters of which river now directly or derivatively flow into the Linton Lock Navigation, the River Nidd, the River Foss, the Foss Navigation, the River Wharfe, the Selby Canal, the Aire and Calder Navigation, the River Aire, the River Derwent, the Goole Docks, Basins, Harbours and Cuts, the Knottingley and Goole Canal, the New Dutch Cut, the River Trent, the River Humber, the Market Weighton Canal, the Kingston-upon-Hull Docks, Basins, Harbours and Cuts, the River Hull, the River Ancholme, and the Ancholme Navigation.

And also to make and maintain a reservoir or reservoirs in, upon, or near certain closes lying together and situate within the township of Acomb aforesaid, between the Great North of England Railway and the said River Ouse near to Acomb Landing aforesaid; and also to make and maintain a reservoir or reservoirs in, upon, or near a certain close or knoll of land called Severus' Hill otherwise Beacon Hill, situate within the township of Holdgate otherwise Holgate, in the said Ainsty and West Riding; and also to make and maintain a reservoir or reservoirs in, upon, or near certain closes situate in the townships of Nether Poppleton otherwise Water Poppleton, and Upper Poppleton otherwise High Poppleton, in the said Ainsty and West Riding, and called or known by the name of Ouse Moors, lying together and situate between the said river Ouse and Ouse Moor Lane, and near to Poppleton Landing

aforesaid; and also to make and maintain a reservoir or reservoirs in, upon, or near certain closes situate within the township or parish of Saint Lawrence Heslington otherwise Heslington Saint Lawrence, in the East Riding of the county of York, and which said last-mentioned closes are called Greendyke Closes, and are near to Greendyke Lane and to Thief Lane; and to make, lay, erect, and maintain proper cuts, channels, conduits, aqueducts, bridges, drains, sluices, weirs, shafts, steam-engines, pumps, mains, pipes, fire-plugs, and other works, approaches, and conveniences for supplying the said reservoir or reservoirs with water, and for conveying and distributing the same to the inhabitants of the said city and neighbourhood, which said intended works, or some part or parts thereof, will be made in or will pass from, through, or into the several parishes, parochial chapelries, hamlets, townships, extra-parochial and other places after-mentioned, or some of them, that is to say, All Saints North Street, Holy Trinity Micklegate, Saint John Micklegate otherwise Saint John's Ousebridge End, Saint Martin cum Gregory otherwise Saint Martin Micklegate with Saint Gregory otherwise Saint Martin Micklegate, Saint Mary Bishophill Junior otherwise Saint Mary Bishophill the Younger otherwise Saint Mary Bishophill Junior with Upper Poppleton and Copmanthorpe, Saint Mary Bishophill Senior otherwise Saint Mary Bishophill the Elder, the united parishes of Saint Cuthbert Saint Helen on the Walls and All Saints Peaseholme, Layerthorpe, Saint Dennis, Saint George, Saint Lawrence, Saint Margaret, Saint Maurice, Saint Nicholas, Saint Crux, Saint Saviour, Saint Peter-le-Willows, All Saints Pavement, Holy Trinity Goodramgate, Holy Trinity King's Court otherwise Christ, the liberty of Mint Yard, Minster Yard with Bedern, Saint Andrew, Saint Giles, Saint Helen Stonegate, Saint John Delpike, Saint Martin-le-Grand otherwise Saint Martin Coney Street, Saint Michael Spurriergate otherwise Saint Michael Ousebridge End, Saint Cuthbert, Saint Helen on the Walls, All Saints Peaseholme, Saint Michaelle-Belfrey, Saint Mary Castlegate, Saint Peter the Little, Saint Sampson, Lendal, New Street otherwise Cumberland Row, Saint Wilfred otherwise Saint Wilfrid, Marygate otherwise Saint Marygate otherwise Saint Olave Marygate, Nether Poppleton otherwise Water Poppleton, Upper Poppleton otherwise Land Poppleton, Acomb, Holdgate otherwise Holgate, Dringhouses, Middlethorpe, Clementhorpe, Fulford, Water Fulford, Gate Fulford, Fulford Ambo, Heslington, Saint Paul's Heslington otherwise Heslington Saint Paul, Saint Lawrence Heslington otherwise Heslington Saint Lawrence, Osbaldwick, Heworth, and Clifton, lying within the city of York, the county of the city of York, the Ainsty of the city of York, the liberty of Saint Peter of York, the West Riding of the county of York, the East Riding of the county of York, and the North Riding of the county of York, some or one of them.

And notice is hereby further given, that it is intended to take powers for the compulsory purchase of houses, lands, tenements, and hereditaments, for the purposes aforesaid, and to alter, vary, or ex

tinguish, all or any rights or privileges in any manner connected with or incident to such houses, lands, tenements, and hereditaments respectively, which can in any manner impede or interfere with the execution of the intended works; also powers to make lateral deviations from the lines of the said works, to the extent or within the limits defined or shewn on the plans hereinafter mentioned, and also power to convey mains, conduits, and pipes, and other works, over, across, through, or under, and to break up or alter such streets, lanes, public passages, places, turnpike roads, parish and other roads and highways, bridges, viaducts, railways, tramways, rivers, canals, navigations, drains, brooks, streams and watercourses, within the parishes, parochial chapelries, hamlets, townships, extra-parochial and other places aforesaid, as it may be necessary or expedient so to do for the purposes of the said works respectively.

And notice is hereby further given, that it is intended to enable the company so to be incorporated as aforesaid to contract for and purchase, or to take upon lease for a term of years, or in perpetuity, all and singular the works, steam engines, pipes, mains, conduits, reservoirs, filters, lands, tenements, and hereditaments belonging to the company or body of proprietors called The York Water Works Company, and to enable such company so to be incorporated as aforesaid to continue or discontinue the use of the said present waterworks, either wholly or partially, as they may think fit, and to sell or dispose of all or any part of such works.

And notice is hereby further given, that it is intended to take powers for levying tolls, rates, or duties in respect of the supply of water to be afforded by such company so to be incorporated as aforesaid, and to confer such exemptions from payment of tolls, rates, or duties, or to confer, vary, or extinguish, such other rights and privileges as to such company, so to be incorporated as aforesaid, shall seem meet.

And notice is hereby also given, that duplicate plans and sections of the said intended works, with books of reference thereto, will be deposited for public inspection at the office of the clerk of the peace for the city of York and county of the same city, situate in the city of York aforesaid; and at the office of the clerk of the peace for the liberty of Saint Peter of York, situate in the said city of York; and at the office of the clerk of the peace for the said West Riding of the county of York, situate in Wakefield, in the said West Riding of the county of York; and at the office of the clerk of the peace for the said East Riding of the county of York, situate in Beverley, in the said East Riding of the county of York; and at the office of the clerk of the peace for the said North Riding of the county of York, situate in Northallerton, in the said North Riding of the county of York, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference as relates to each parish and parochial chapelry in or through which the said works are intended to be constructed, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each of the said parishes and

parochial chapelries, at their respective places of abode.

Dated this fourth day of November, 1845.

*John Wood,*  
Solicitor, York.

**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 or Bills to enable the company of proprietors of the Kennet and Avon Canal Navigation to make and maintain a railway, to commence with a junction or junctions with the Great Western Railway, at or near its station in the parish of Saint James, in the city of Bath, in the county of Somerset, to pass thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Bath, Saint James in the city of Bath, Lyncomb, and Widcombe, Bathwick, Bathampton, Bathford, Claverton, Monckton Coombe, and Freshford, or some of them, in the county of Somerset; and Bradford or Great Bradford, Wingfield, Limpley Stoke, Winsley, Westwood, Great Trowle, Turley, Widbrook, Trowbridge, Staverton, Steeple Ashton, Hilperton, Hilperton Marsh, Whaddon, Semington, Littleton, Melksham, Seend, Poulshot, Pottern or Potterne, Worton, Rowde, Smethwrik or Smithwick, Upper Foxhangers, Lower Foxhangers, Devizes or the Devizes, Saint John the Baptist, Saint Mary the Virgin otherwise the Blessed Virgin Mary, Saint James, Bishops Cannings, Nursteed, Wick, Roundaway, Bedborough, Coate, South Broom Bourton and Easton, Horton, Little Horton, Cannings, All Cannings, Fullaway otherwise Fullway, Etcilhamp-ton, Allington, Alton Barnes, Stanton Saint Bernard, Stanton, Fitz Warren, Overton, Overton cum Fyfield, Alton Priors, Bottlesford, Hilcot, Little Salisbury, Woodborough, Honey Street, Manningford Bruce, Manningford Abbots, Wivelsford otherwise Wilsford, Manningford Bohun, Wilcot, Stowell, East Stowell, Pewsey, Down Pewsey, West Shercott, East Shercott, Shercott, Keptnell, Southcot, Milton otherwise Milton Lilbourne otherwise Middleton Lislebourne, Milton Lilburne, Milton Abbots, Fyfield or Fifield, Clinch or Clench, Easton, Wootton Rivers, South Savernake, Brimslade, Ram Alley, Burbage, Burbage Savage, Burbage Esturmeay, Burbage Dorrells, Kinwardstone, Sudden, Wolfhall, West Grafton, East Grafton, Wilton, Crofton, Free Warrens, Tidcombe and Martin, Great Bedwin, Shalbourne, Little Bedwin, Chisbury, Hensett, Oakhill, Froxfield and Charnham Street, or some of them, in the county of Wilts; and Shalbourne, Hungerford and Charnham Street, in the counties of Wilts and Berks, or one of them; and Hungerford, Sanden Fee, Eddington, Hidden, Hungerford New Town otherwise Newtown, Enleaze otherwise Inleaze, Inkpen, Avington, Kintbury, Kintbury Ambresbury otherwise Kintbury Amesbury, Kintbury Easton, Kintbury Holt, Great Wawcott, Little Wawcott, Titcomb, Welford, Denford, Weston, Easton, Wickham, Hoe Benham, Hampstead Marshall, Enborne or Enbourne, Stock-Cross, Bagnor, Marsh Benham, Speenhamland, Churchspeen, Woodspeen, Speen, Newbury, Shaw-

cum-Donnington, Shaw, Greenham, and Thatcham, or some of them, in the county of Berks, and to terminate in the parish of Newbury, in the borough of Newbury, in the said county of Berks; and also to make and maintain a branch railway, diverging from the main line of railway, at or near Hop Grass Marsh, in the said parish of Hungerford, passing through part of the said parish, and terminating therein, at or near the High Street, in the said town and parish of Hungerford; and for the purposes aforesaid to use and adapt all or such part of the bed and banks of the Kennet and Avon Canal, and so much of the lands, houses, hereditaments, and works belonging to the said company of proprietors as may be needful for the said railway and works.

And it is intended to take power by such Bill or Bills to construct stations, communications, and all needful and convenient works in the several parishes, townships, and extra-parochial places before mentioned, whether on the land of the said company of proprietors or otherwise, for the working and using the said railway and branch railway; and also to authorize junctions with any railway or railways at the commencement or termination, or on the line or course of the said intended railway and branch railway as before described, in the several parishes, townships, and extra-parochial places aforesaid.

And in the said Bill powers will be applied for to alter, stop up, or divert, cross, or make other use of all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary so to alter, stop up, or divert, cross, or make other use of, for the purposes of such railway and branch railway, and especially to divert or to close and keep closed all such parts of the Kennet and Avon Canal, as may interfere with the construction or maintenance or convenient working of the said railway and branch railway.

And it is intended to apply for power to levy tolls, rates, or duties, for the use of the said railway and branch railway, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the plans hereinafter mentioned; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended by such Bill or Bills to apply for powers for the company of proprietors of the Kennet and Avon Canal Navigation to construct the said railway, branch railway, and works, and for that purpose to increase their capital stock, by loan, and by the creation of new shares, and the admission of new members into the said company, and for the incorporation of such new members into the said company, or into a new company, to be for that purpose created by the said bill.

And it is intended by such Bill or Bills, to alter, amend, and enlarge, some of the powers and provisions of the local Acts hereinafter mentioned, and to repeal some of the said powers and provisions, and to grant further other and more effectual powers in the stead thereof, namely, an Act passed

in the thirty-fourth year of the reign of King George the Third, intituled "An Act for making a Navigable Canal from the river Kennet, at or near the town of Newbury, in the county of Berks, to the river Avon, at or near the city of Bath, and also certain navigable cuts therein described;" another Act passed in the thirty-sixth year of the reign of His said Majesty, chapter forty-four; another Act passed in the thirty-eighth year of the reign of His said Majesty, chapter eighteen; another Act passed in the forty-first year of the reign of His said Majesty, chapter twenty-three; another Act passed in the forty-fifth year of the reign of His said Majesty, chapter seventy; another Act passed in the forty-ninth year of the reign of His said Majesty, chapter one hundred and thirty-eight; and another Act passed in the fifty-third year of the reign of His said Majesty, chapter one hundred and nineteen.

And it is intended by the said Bill or Bills to obtain powers to and for the said company of proprietors, if they should think fit so to do, to apply a portion of the additional capital so intended to be raised as aforesaid towards the improvement of the said canal navigation.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway, branch railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the clerks of the peace for the county of Somerset, at Taunton, in the said county; for the county of Wilts, at Wilton, in the said county; and for the county of Berks, at Abingdon, in the said county; and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated the sixth day of November, one thousand eight hundred and forty-five.

*T. B. and W. Merriman.  
Burchell, Kilgour, and Parson.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, by the New Zealand Company for an Act or Acts to enlarge and amend the powers given to the said company by certain letters patent of incorporation bearing date the twelfth day of February, 1841, and also by certain other letters patent bearing date the fourth day of August, 1843, or by either of them, and to grant to the said company further and other powers, rights and privileges, and also to regulate and facilitate the conveyance, transfer, and assurance of lands in New Zealand to and by the said company.

Dated the first day of November, 1845.

*Few and Co., Covent Garden, London.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts to alter, amend, and enlarge the powers and provisions of the several Acts relating to the London and South Western Railway; that is to say, of five such Acts severally passed in the fifth year of the reign of His late Majesty King William the Fourth, and in the first, second, fourth, and fifth years of the reign of Her present Majesty Queen Victoria; and of two such Acts severally passed in the eighth year of Her said present Majesty; and of two such Acts severally passed in the ninth year of the reign of Her said present Majesty.

And notice is hereby further given, that powers will be inserted in the said Act or Acts, or in some other Act or Acts for which application will be made to Parliament in the next session, to enable the London and South Western Railway Company, or some other company to be incorporated by the same Act or Acts, to make and maintain a Railway, with all proper and necessary roads, approaches, stations, works, and conveniences connected therewith, commencing at, and proceeding from, the London and South Western Railway, at or near the place where the said railway crosses the public road called Coombe Lane, in the parishes of Merton and Wimbledon, or one of them, in the county of Surrey, and terminating in or near a field adjoining the turnpike road leading from Epsom to Ewell, now or late in the occupation of William Everest and Charles Smart, or one of them, in the parish of Epsom otherwise Ebbisham, in the said county; and which said railway, works, and conveniences, are intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Wimbledon, Merton, Mitcham, Kingston otherwise Kingston-on-Thames, Surbiton, Norbiton, Hook, Maldon otherwise Malden, Maldon Rushot otherwise Malden Rushot, Long Ditton, Thames Ditton, Chessington otherwise Chessington, Talworth otherwise Tolworth, Cudlington, Cheam, Morden otherwise Moredon otherwise Moreden otherwise Morden, Horton, Ewell, and Epsom otherwise Ebbisham, or some or one of them, in the said county of Surrey.

And notice is hereby further given, that a plan and section, or plans and sections of the said proposed railway and other works, and also a duplicate of each such plan and section, with a book of reference thereto respectively, will be deposited for public inspection, on or before the thirtieth day of November instant, with the clerk of the peace for the said county of Surrey, at his office in North Street, Lambeth, in the same county; and a copy of so much of each such plan and section as relates to each parish in or through which the said proposed railway and other works are respectively intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

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

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

Dated this third day of November, 1845.

*Bircham and Dalrymple,*  
15, Bedford Row, London,  
*C. and J. A. Morgan,*  
Old Jewry, London,  
Solicitors for the proposed undertaking.

#### Newmarket and Chesterford Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the Cambridge Line of the Eastern Counties Railway, at, in, or near the parish of Great Chesterford, in the county of Essex, and thence passing from, in, through, over, or into the several parishes, townships, hamlets, extra-parochial, or other places following, or some of them, that is to say, Great Chesterford, in the county of Essex, Ickleton, Hinxton, Duxford, Duxford Saint John, Duxford Saint Peter, Linton, Pampisford, Great Abington, Little Abington, Hildersham, Sawston, Babraham, Balsham, Stapleford, Fulbourn, Fulbourn All Saints, Fulbourn Saint Vigors, West Wratting, Weston, Colville, Carlton-cum-Willingham, Great Wilbraham, Little Wilbraham, Westlay, Westlay Waterless, Bottisham, Brinkley, Burrough Green otherwise Borough Green, Dullingham, Stetchworth, Wood-Ditton, Chevely and Newmarket All Saints, or some or one of them, all in the county of Cambridge, and Exning and Newmarket Saint Mary, in the county of Suffolk; and terminating between the upper and lower roads leading from the town of Newmarket to Ashley and Chevely, in the county of Cambridge, in certain fields or paddocks of His Grace the Duke of Rutland, situate in that part of the parish of Wood-Ditton, in the said county of Cambridge, which adjoins the said town of Newmarket.

And also a branch railway from and out of the said intended line of railway, with all proper works and conveniences connected therewith, commencing at, in, or near the parish of Great Wilbraham, in the county of Cambridge, at or near a certain highway called Little Field Road, in Great Wilbraham aforesaid, leading from Great Wilbraham into the

turnpike road from Newmarket to Chesterford, thence passing from, in, through, over, or into the several parishes, townships, hamlets, extra-parochial, or other places of Great Wilbraham, Little Wilbraham, Fulbourn, Fulbourn All Saints, Fulbourn Saint Vigors, Bottisham, Quy-cum-Stow otherwise Stow-cum-Quy, Feversham, Cherry-Hinton, Fen-Ditton, Chesterton, Saint Andrew-the-Less otherwise Barnwell and Saint Botolph, Cambridge; within the liberty of the borough of Cambridge, or some or one of them, all in the county of Cambridge, and terminating either by a junction with the Cambridge Line of the Eastern Counties Railway, or by an independent terminus at or near the present station of the said Eastern Counties Railway Company for the said town of Cambridge.

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

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

And notice is hereby further given, that duplicate plans, and sections, describing the line and levels of the said railway and branch railway respectively, and the lands and hereditaments to be taken for the purposes thereof, together with books of reference thereto, containing the names of the reputed owners and lessees, and of the occupiers of the said lands and hereditaments, will be deposited for public inspection, on or before the thirtieth day of November, one thousand eight hundred and forty-five, with the clerk of the peace for the county of Essex, at his office in Chelmsford, in the same county; with the clerk of the peace for the county of Cambridge, at his office in the town of Cambridge in that county; with the clerk of the peace for the county of Suffolk, at his office in Bury Saint Edmunds, in that county; and with the clerk of the peace for the borough of Cambridge, at his office in the said borough; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes, through which the said railway and branch railway,

and works, are respectively intended to pass, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his place of abode.

Dated this sixth day of November, 1845.

*Timothy Tyrrell,*  
*William Parr Isaacson,*  
Solicitors for the Bill.

Gainsborough, Epworth and Leeds, Wakefield and Pontefract Junction Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for leave to bring in a Bill or Bills to make and maintain the railway and branch railways hereinafter mentioned, with all necessary and convenient stations, wharfs, staiths, landing places, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other proper works connected with and to the said railway and branch railways respectively, that is to say, a railway commencing at or near to a place called Westgate, in the parish of Belton, in the parts of Lindsey, in the county of Lincoln, by a junction there with a proposed line of railway called, or intended to be called, the Leeds, Wakefield, Pontefract, and Grimsby Junction Railway, or by a separate and independent station there, and passing thence, from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Belton, Westgate, Westend, Woodhouse, Grey Green, Car Houses, Epworth, The Ellers, Carside, Low Burnham, High Burnham, Haxey, Craisebound, East Lound, Owston, West Kinnaird, Ferry Gunthorpe, and Heckdyke, or some of them, all in the said parts of Lindsey, in the said county of Lincoln, and from, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Heckdyke, Misterton, West Stockwith Misson, Walkeringham, Walkerith, Saundby, Beckingham, Gringley-on-the Hill, Gainsborough, Gainsborough Bridge, and Bole, or some of them, all in the county of Nottingham; and from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Misson, Gainsborough, and Gainsborough Bridge, in the said parts of Lindsey, in the said county of Lincoln, or some of them, and terminating at the south end of the said town of Gainsborough, near to a certain pasture field there, belonging to John Mason, now or late in the occupation of George Row; and also a branch railway diverging from such last mentioned intended railway, at or near to a place called Westend near to Westgate, in the said parish of Belton, and passing in and through the said parish of Belton, and terminating by a junction with the said proposed line of railway called, or intended to be called, The Leeds, Wakefield, Pontefract, and Grimsby Junction Railway, at or near to a place called Grey Green, in the said parish of Belton; and also another branch railway diverging from and out of such first mentioned intended railway,

at the terminus thereof, at the south end of the said town of Gainsborough, and passing in a southerly direction in and through the said township and parish of Gainsborough, to and terminating by a junction with the said line of railway called the Great Grimsby and Sheffield Junction Railway, at or near a point where that railway passes, or adjoins upon a certain pasture-field, in the said township and parish, and belonging to and occupied by Henry Smith, Esquire; and also another branch railway diverging from and out of such first mentioned intended railway, at the terminus thereof, at the south end of the said town of Gainsborough, and passing in a northerly direction in and through the said township and parish of Gainsborough, to and terminating by a junction with the said Great Grimsby and Sheffield Junction Railway, at or near a point where that railway passes, or adjoins upon a certain pasture-field, in the said township and parish, belonging to Henry Bacon Hickman, Esquire, and now or lately occupied by Thomas Layne.

And notice is hereby further given, that it is intended to apply for powers in the said intended Bill or Bills for the compulsory purchase of houses, lands, tenements, and hereditaments for the purposes of such Bill or Bills, and to alter, vary, or extinguish all or any rights or privileges, in any manner connected with, or incident to, such houses, lands, tenements, and hereditaments respectively, which can in any way impede, or interfere with the execution of the aforesaid works; also to apply for powers to make lateral deviations from the line of the said railway, branch railways, and works respectively, to the extent or within the limits defined or shown on the plan hereinafter mentioned; and also to cross, divert, alter, or stop up all such turnpike roads, parish and other roads, and highways, canals, navigations, and railways, tramroads, navigable, and other rivers, drains, brooks, streams, and watercourses, within the parishes, townships, hamlets, extra-parochial, and other places aforesaid, or so many of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said proposed railway branch, railways and works respectively; and also powers authorizing junctions with any railway or railways, at their commencement or termination, or in the line or course of such railway, in the several parishes, townships, hamlets, extra-parochial and other places aforesaid, or some of them.

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

And it is further intended to take powers by the said Bill or Bills to enable the company to be incorporated thereby as aforesaid, to let on lease or

sell the said intended railway and branch railways and other works, or any part or parts thereof, to the Wakefield, Pontefract, and Goole Railway Company, the said proposed Leeds, Wakefield, Pontefract, and Grimsby Junction Company, and the Great Grimsby and Sheffield Junction Railway Company, or one of them, and to enable them the said three last named companies, or one or more of them, to purchase or rent and use and work the said intended railway and branch railways and works respectively, or any part or parts thereof, and to take tolls, rates, and duties upon or in respect thereof, and to purchase and hold lands and houses by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Act or Acts on the said company thereby intended to be incorporated in connection therewith. And for all or any of the purposes aforesaid it is intended to apply for powers by the said Bill or Bills to authorize the said Wakefield, Pontefract, and Goole Railway Company, the said proposed Leeds, Wakefield, Pontefract, and Grimsby Junction Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, or some one or more of them, to increase their present capital by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit. And also powers will be inserted in the said Act or Acts to authorize the company so to be incorporated as aforesaid, and the said three above mentioned railway companies, or some one or more of them, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes of the said intended railway and branch railways and works, and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made between the companies last aforesaid, or either of them, and the company so to be incorporated as aforesaid, for or in respect of the traffic passing or which may pass on their respective lines of railway in manner aforesaid.

And notice is hereby further given, that for the purposes aforesaid, it is intended by the said Bill or Bills to alter, amend, and enlarge the powers and provisions of "The Wakefield, Pontefract, and Goole Railway Act, 1845," and of "The Great Grimsby and Sheffield Junction Railway Act, 1845;" and also to confer upon the said proposed Leeds, Wakefield, Pontefract, and Grimsby Junction Railway Company all powers requisite for carrying out the purposes and objects aforesaid, or some of them.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended railway, branch railways, and works, together with books of reference thereto, will be deposited with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby; and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent; and that on or before the thirty-first day of December next a copy of so much of the said plans and sections and books of reference as relates to the

several parishes in or through which the said railway, branch railways, and works are intended to pass or be made, will be deposited with the parish clerk of every such parish at his place of abode.

Dated this third day of November, 1845.

*John Collinson,*

Doncaster,

Solicitor for the said Bill.

The Grand Trunk, or Stafford and Peterborough Union Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction of the railway or railways herein-after described, or some part or parts thereof respectively, together with all proper works and conveniences connected therewith, that is to say, a railway commencing in the parish of Kirby Bellars otherwise Kirby Belers, in the county of Leicester, by a junction with the line of the Syston and Peterborough Railway, as at present authorized to be made, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Kirby Bellars otherwise Kirby Belers, Frisby on the Wreake, Asfordby, Hoby Shoby otherwise Shouldby, Willoughes otherwise Willows, Rakedale otherwise Ragdale, Thrussington, Seagrave otherwise Segrave, Walton otherwise Walton on the Wolds, Burton on the Wolds, Prestwold otherwise Prestwold, Cotes, Loughborough, Knightthorpe, Thorpacre, Dishley, Garendon, Hathern, Sheepshead otherwise Sheepshed otherwise Shepshead, Belton, Gracedieu, Osgathorpe, Thringston otherwise Thringstone, Whitwick, Swannington otherwise Swanington, Pegg's Green, Newbold, Rotten Row, Worthington, Breedon otherwise Breedon on the Hill, Cole Orton, Cole Orton Moor, Cole Orton Church Town, Cole Orton Farm Town, Ashby de la Zouch, Ashby Woulds, Moira, Packington, Blackfordby, Seal otherwise the Seals, Overseal, and Netherseal, in the county of Leicester; Wilsley otherwise Willsley, in the county of Derby; Packington, Donisthorpe, Oakthorpe, Measham, Gresley otherwise Greasley otherwise Griesley otherwise Church Gresley, Seal otherwise Netherseal, Stretton en le Fields otherwise Stretton in the Fields, in the counties of Leicester and Derby, or one of them; Chilcote and Lullington, in the county of Derby; Clifton Campville otherwise Clifton Campville, Haunton, Harleston, and Haselour otherwise Haslour, Edinghall otherwise Edengale otherwise Edingale, in the county of Stafford; Croxall and Edinghall otherwise Edengale otherwise Edingale, Oakley otherwise Oakeley, and Catton, in the counties of Stafford and Derby, or one of them; Elford and Elford Park Farm, in the county of Stafford; Catton, and Walton upon Trent, in the county of Derby; Alrewas, Taten Hill, Fradley otherwise Frodley, Orgrave otherwise Orgreave otherwise Orgrove, Alrewas Hay, King's Bromley, King's Bromley Hay, Mavesyn Ridware, and Armitage with Hansacre, in the county of Stafford; and terminating by a junction with the line of the

Trent Valley Railway, authorized to be made by an Act passed in the last session of Parliament, in the parish of Armitage with Hansacre aforesaid; or otherwise commencing by a junction with the line of the Midland Railway, near Loughborough, in the parish of Loughborough, and county of Leicester, passing thence from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Loughborough, Knightthorpe, Thorpacre, Dishley, Garendon, Hathern, Sheepshead otherwise Sheepshed otherwise Shepshead, Belton, Gracedieu, Osgathorpe, Thringston otherwise Thringstone, Whitwick, Swannington otherwise Swanington, Pegg's Green, Newbold, Rotten Row, Worthington, Breedon otherwise Breedon on the Hill, Cole Orton, Cole Orton Moor, Cole Orton Church Town, Cole Orton Farm Town, Ashby de la Zouch, Ashby Woulds, Moira, Packington, Blackfordby, Seal otherwise the Seals, Overseal, and Netherseal, in the county of Leicester; Wilsley otherwise Willsley, in the county of Derby; Packington, Donisthorpe, Oakthorpe, Measham, Gresley otherwise Greasley otherwise Griesley otherwise Church Gresley, Seal otherwise Netherseal, Stretton en le Fields otherwise Stretton in the Fields, in the counties of Leicester and Derby, or one of them; Chilcote and Lullington, in the county of Derby; Clifton Campville otherwise Clifton Campville, Haunton, Harleston, and Haselour otherwise Haslour, Edinghall otherwise Edengale otherwise Edingale, in the county of Stafford; Croxall, and Edinghall otherwise Edengale otherwise Edingale, Oakley otherwise Oakeley, and Catton, in the counties of Stafford and Derby, or one of them; Elford and Elford Park Farm, in the county of Stafford; Catton and Walton upon Trent, in the county of Derby; Alrewas, Taten Hill, Fradley otherwise Frodley, Orgrave otherwise Orgreave otherwise Orgrove, Alrewas Hay, King's Bromley, King's Bromley Hay, Mavesyn Ridware, and Armitage with Hansacre, in the county of Stafford, and terminating by a junction with the line of the Trent Valley Railway aforesaid, in the parish of Armitage with Hansacre aforesaid.

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

And it is also intended by such Act or Acts, to incorporate a company for carrying into effect the said intended undertaking, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, or duties for the use thereof, and to grant certain exemptions from such tolls, rates or duties.

And it is further intended by such Act or Acts, to vary or extinguish all existing rights or privileges in any manner connected with the lands so 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 undertaking, and to confer other rights and privileges, and to deviate in the construction of the said railway from the line thereof, shewn on the plans hereinafter mentioned, to the extent defined in the same plans.

And notice is hereby further given, that, on or before thirtieth day of November instant, maps or plans and sections of the said intended railway, and of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the clerk of the peace for the county of Leicester, at his office in Leicester; with the clerk of the peace for the county of Derby, at his office in Chesterfield; and with the clerk of the peace for the county of Stafford, at his office in Stafford.

And that copies of so much of the said plans, sections, and book of reference as relate to the several parishes in or through which the said intended railway and works are proposed to pass, or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his residence.

Dated the fifth day of November, 1845.

*J. and W. Galsworthy,*

19, Ely Place, London,

Solicitors for the Bill.

**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 or Bills for making and maintaining a railway commencing at or near Free Warrens, in the parish of Great Bedwin, in the county of Wilts (and forming a junction there with the line of railway proposed to be formed by the Company of Proprietors of the Kennet and Avon Canal Navigation, between Bath and Newbury, now intended to be called the London, Newbury, and Bath Direct Railway), passing thence in; through, or into the several parishes, townships, and extra-parochial places of Great Bedwin, Crofton, Wilton, Tidcomb and Martin, Little Bedwin, Wexcombe, Ham, Shalbourne, West Shalbourne, Froxfield, Standen, or some of them, in the county of Wilts; Shalbourne, Inkpen, Kintbury, Kintbury Ambresbury or Kintbury Amesbury, Kintbury Easton, Kintbury Holt, West Woodhay, Hampstead Marshall, Enborne or Enbourne, Newbury, Sandleford, Sandleford Priory, Thatcham, Greenham, Crookham, Brimpton, Wasing, Aldermaston, Stratfield Mortimer, Padworth, East Hampstead, Hale's Green, Mortimer Forward, Wokefield, Swallowfield, Finchhampstead, Sandhurst, Stratfieldsaye, Stratfield Turgis, or some of them, in the county of Berks; Stanford End, High Grove, and Riseley, in the counties of Wilts and Berks, or one of them; East Woodhay, High Clere, Newtown, Adbury, Sidmanton, Burgelere, Itchingswell or Echingswell, Headley; King's Clere, Tadley, Inhurst, Baughurst, Silchester, Mortimer West,

Pamber, Ewhurst, Bramley, Stratfieldsaye, Stratfield Turgis, Riseley, Mattingley, Hazeley Heath, Blackwater, Heckfield, Great Bramshill, Little Bramshill, Eversley, Hawley, Cove, Yateley, Stratfield Mortimer, Mortimer West, Farnborough, or some of them, in the county of Southampton; and Farnborough, Frimley and Ash, some or one of them, in the county of Surrey; and terminating by a junction with the London and South Western Railway, at or near Frimley Green, in the chapelry or parish of Frimley, in the county of Surrey.

And it is intended to take power by such Bill or Bills to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial places before mentioned or some of them, for the working and using the said railway, and also to authorize junctions with any railway or railways, at the commencement or termination, or on the line or course of the said railway, as before described, in the several parishes, townships, and extra-parochial places aforesaid.

And in the said Bill or Bills power will be applied for to deviate from the line or lines laid down on the plan hereinafter mentioned, to the extent therein defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway.

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the plans hereinafter mentioned; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended by such Bill or Bills to incorporate a company or companies for the purpose of carrying into effect the said railway and other works, or to empower the Company of Proprietors of the Kennet and Avon Canal Navigation, by themselves alone or in conjunction with any other company, or persons, to construct, or to agree or participate in the construction of the same; and for such purpose power will be applied for to alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the Kennet and Avon Canal Navigation, passed respectively in the thirty-fourth, thirty-sixth, thirty-eighth, forty-first, forty-fifth, forty-ninth, and fifty-third years of the reign of His late Majesty King George the Third.

And notice is hereby given, that in the event of a company or companies being incorporated as aforesaid, power will be given enabling them to sell or lease the said intended railway or any part thereof, to the said Company of Proprietors of the Kennet and Avon Canal Navigation or any other company, and to enable the said company of proprietors or such other company, to purchase or rent the same, or otherwise to enter into such other arrangements, whether for the contribution of funds or otherwise towards the construction of the said railway, and

the works connected therewith, as may be mutually agreed upon.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the Clerks of the Peace for the county of Wilts, at Wilton, in the said county; for the county of Berks, at Abingdon, in the said county; for the county of Southampton, at Winchester, in the said county; and for the county of Surrey, at Lambeth; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railway will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, one thousand eight hundred and forty-five.

*T. B. and W. Merriman.  
Burchell, Kilgour, and Parson.*

Great Grimsby and Sheffield Junction Railway.  
(Extensions, No. 1.)

**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 or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, entitled "An Act for making a Railway from a place in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with branches to the district or place called New Holland, and to the town of Market Rasen, to be called The Great Grimsby and Sheffield Junction Railway."

And notice is also hereby given, that it is intended to apply for power to make and maintain the following additional lines of railway in connection with the railway and branches authorized to be constructed by the said Act, or some of them, or some part or parts of the same respectively, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencements and terminations, that is to say, a line of railway commencing by a junction with the main line of the said railway, in the parish of Barnetby-le-Wold, passing from, through, and into the several parishes, townships, and extra-parochial places of Barnetby-le-Wold, Bigby, Cadney-cum-Housham, Cadney, Housham, and Somerby, or some of them, and terminating by a junction with the branch line of railway to Market-Rasen, in the said parish of Cadney-cum-Housham, all in the parts of Lindsey, in the county of Lincoln. A branch railway, commencing from and out of the last-mentioned additional line of

railway, by a junction therewith, in the parish of Bigby, and terminating by a junction with the main line of the said railway, in the said parish of Bigby, in the parts of Lindsey, in the county of Lincoln, and to abandon so much of the Market Rasen branch of the said railway between the termination of the said additional line of railway and the junction of the said Market Rasen branch with the main line of the said railway, as may be rendered unnecessary by the said intended additional line of railway, and the said intended branch railway. A line of railway, commencing by a junction with the New Holland branch of the said railway, in the township of South Killingholme, in the parish of Killingholme, passing from, through, and into the several parishes, townships, and extra-parochial places of South Killingholme, Killingholme, Habrough, Newsham, and Ulceby, or some of them, and terminating by a junction with the main line of the said railway, in the said parish of Habrough, all in the parts of Lindsey, in the county of Lincoln.

And also for power to make and maintain a deviation in the main line of the said railway, commencing from and out of such main line, in the parish of Great Coates, passing from, through, and into the several parishes, townships, and extra-parochial places of Great Coates, Little Coates, Great Grimsby, Wellow, Wellow Weelsby, Weelsby, and Clee, or some of them, and terminating by a junction with the said main line, in the said parish of Great Grimsby, all in the parts of Lindsey, in the county of Lincoln, and to abandon so much of the existing line between the said commencement and termination of the deviation as may be rendered unnecessary by such deviation.

And also for power to make and maintain the following branch railways in connection with the railway and branches authorized to be constructed by the said Act; that is to say, a branch railway from and out of the said deviation in the main line of the said railway, commencing by a junction with such deviation line in the parish of Little Coates, and terminating at or near the present docks, in the said parish of Great Grimsby, all in the parts of Lindsey, in the county of Lincoln. Also, another branch railway from and out of the said deviation in the main line of the said railway, commencing by a junction with such deviation line, in the parish of Great Grimsby, passing from, through, and into the several parishes, townships, and extra-parochial places of Great Grimsby, Wellow, Wellow Weelsby, Weelsby, and Clee, and terminating by a junction with the proposed line of the East Lincolnshire Railway, in the township of Weelsby, in the parish of Clee, all in the parts of Lindsey, in the county of Lincoln, or by a separate terminus in the said township and parish.

Also another branch railway from and out of the Market Rasen Branch of the said railway, commencing by a junction with such Market Rasen Branch, in the parish of North Kelsey, passing from, through, and into the several parishes, townships, and extra-parochial places of North Kelsey, South Kelsey, and Caistor, and terminating at or

near the town of Caistor, in the said parish of Caistor, all in the parts of Lindsey, in the county of Lincoln.

And also another branch railway from and out of the main line of the said railway, commencing by a junction therewith, in the parish of Great Grimsby, and terminating in the township of Cleethorpes, in the parish of Clee, all in the parts of Lindsey, in the county of Lincoln.

And it is intended to take power to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial places before-mentioned, or some of them, for the working and using the said additional lines, deviations, and branch railways, and also to authorize junctions with any railway or railways at the commencement or terminations, or in the line or course of the said branch railways, as before described, in the several parishes, townships, and extra-parochial places aforesaid. And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down on the plans hereinafter-mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary or alter, for the purposes of such additional lines, deviations, and branch railways.

And notice is hereby further given, that it is intended to apply for power to levy tolls, rates, or duties, for the use of the said additional lines, deviations, and branch railways, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans. And also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended additional lines, deviations, and branch railways, and the works connected therewith respectively, and the lands 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, will, on or before the thirtieth day of November next, be deposited for public inspection at the office of the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at Spilsby; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and book of reference as relates to each of the said parishes in, or through which, the said additional lines, deviations, and branch railways, will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this thirtieth day of October, 1845.

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

Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal 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 or Bills, to enable the company of proprietors of the canal navigation from Chesterfield to the river Trent, or to incorporate a company, and to give to such company, either separately or together with the said company of proprietors, powers to make and maintain a main trunk railway with all proper stations, bridges, works and conveniences connected therewith, and approaches thereto, commencing by a junction with the Midland Railway at or near the station thereof, in the parish of Staveley, in the county of Derby; passing thence, from, through, or into the several parishes, townships, and extra-parochial places of Staveley, the Chesterfield canal, Brimington, Handley, Woodthorpe, Inkersall, Barlborough, Clown, Whitwell, Elmton, Cresswell, Bolsover, Stanfree, Oxcroft, Bolsover Woodhouse, in the county of Derby; Welbeck, Shireoaks, Shireoaks chapel, Haggonfield, Gatesford, Worksop, Radford, Low Town, Scofton, Scofton chapel, Osberton, Kilton, Rayton, Manton, the Chesterfield Canal, Babworth, Rushy Inn, Morton, Great Morton, Little Morton, Morton Grange, Upper Morton Grange, Ranby, Elksley, Ordsall, South Retford, Thrumpton, East Retford, West Retford, Clarborough, Moorgate, Spittle-Hill, Welham Spittle, Welham, Bolham, Bollam, Little Gringley, Gringley, Hayton, Tyn, Sturton, Sturton-en-le-Steeple, Sturton-in-the-Clay, Wheatley, North Wheatley, South Wheatley, Burton, West Burton, Bole, No man's Friend, Saundby, and Beckingham, or some, or one of them, in the county of Nottingham; Trent Port, Trent Bridge, Gainsborough Bridge, the River Trent Navigation, or some, or one of them, in the said county of Nottingham, or in the parts of Lindsey, in the county of Lincoln, both or one of them; or partly in the said county of Nottingham, and in the said parts of Lindsey, in the said county of Lincoln; Gainsborough, Lea, Knaithe, and No-man's Friend, some, or one of them, in the said parts of Lindsey, in the said county of Lincoln; and to terminate at or near the Port of Gainsburgh, upon, or near the bank on the west side of the river Trent, in the said parish of Bole, in the said county of Nottingham.

And also to make and maintain an extension of the said main line of railway, with all proper works, stations, and conveniences connected therewith, diverging from the before-mentioned line of railway, in the parish of East Retford, in the said county of Nottingham, near to a certain road, called the Domini Cross Road, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of East Retford, West Retford, Clarborough, Little Gringley, Gringley, Ordsall, South Retford, Thrumpton, Whitehouses, Eaton, Grove, Gamston, Headon-cum-Upton, Headon, Upton, Askham, Stokeham, East Drayton, Rampton, Laneham, Low Laneham, High Laneham, Dunham, Thorney, Broadholme, Drinsey, Saxelby otherwise

Saxelby-cum-Ingleby, the River Trent Navigation, or some of them, in the county of Nottingham; the River Trent Navigation, Newton, Broadholme, Drinsey, Laughterton, Fenton, Kettlethorpe, Hardwick, Hardwick Common, Torksey, Ingleby, Saxelby otherwise Saxelby-cum-Ingleby, South Carlton, and Burton, or some of them, in the parts of Lindsey in the said county of Lincoln; Skellingthorpe, and Boultham, or one of them, in the parts of Kesteven, in the said county of Lincoln; Bracebridge, the Holmes, the Holmes common, or some of them, in the said parts of Kesteven, or in the city of Lincoln and county of the same city or both or one of them, or partly in the said parts of Kesteven, and partly in the said city of Lincoln, and county of the same city, and Saint Benedict, Saint Botolph, Saint John, Saint John in Newport, Saint Margaret in the Close, Saint Margaret, Saint Mark, Saint Martin, Saint Mary Magdalene in the Bail, Saint Mary Magdalene, Saint Mary-le-Wigford, Saint Michael on the Mount, Mere Hospital, the liberty of the Monks, Monks Liberty, Saint Nicholas in Newport, Saint Nicholas, Saint Paul in the Bail, Saint Paul, Saint Peter in Eastgate, Saint Peter at Gowts, Saint Swithin, Saint Peter at Arches, the palace, the liberty of Beaumont Fee, Brayford, Brayford Mere, the bail of Lincoln, the close of Lincoln, the city, bail, and close of Lincoln, or some of them, in the city of Lincoln, and county of the same city; and to terminate at or near the common called the Holmes, in the said parts of Kesteven, in the county of Lincoln, or in the city of Lincoln, or county of the same city, or both, or one of them, or partly in the said parts of Kesteven, and partly in the said city of Lincoln, and county of the same city, or otherwise situate in the parishes of Saint Mary-le-Wigford, Saint Mark, Saint Benedict, Saint Peter at Arches, Saint Peter at Gowts, Saint Botolph, and Saint Martin, some or one of them, in the said city of Lincoln, and county of the same city.

And also power to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said before-mentioned main trunk railway at a certain place in the parish of Worksop, in the said county of Nottingham, near a certain street in the said parish called Bridge-street, passing from, in, through, or into, the several parishes, townships, and extra-parochial places of Worksop, the Chesterfield Canal, Gateford, Haggonfield, and Shireoaks, otherwise Shireoaks Chapel, or some of them, in the county of Nottingham; Thorpe and Netherthorpe, Thorpe Salvin, Salvin, Anston, Chapel Anston, Church Anston, South Anston, North Anston, North and South Anston, Dinnington, Kiveton, Harthill with Woodhall, Harthill-cum-Woodhall, Woodhall, Harthill otherwise Herthill, Treeton, Todwick, Waleswood, Wales, Aston-with-Aughton, Aston-cum-Aughton, Aughton, Aston, Woodhouse, and Handsworth Woodhouse, or some of them, in the west riding of the county of York; Eckington, Eckington-cum-Killermarsh, Killermarsh, Eckington-with-Killermarsh, Beighton, Hackenthorpe, Birley, Sothall, and Birley Vale, or some of

them, in the county of Derby, and terminating by a junction with the Midland Railway at Beighton aforesaid, at, or near the station thereof called the Beighton station.

And the promoters of the said undertaking reserve to themselves power to confine the application to Parliament, in the ensuing session, to a part only instead of the whole of the said railway and branch railways.

And in the said Bill or Bills powers will be applied for to deviate from the line or lines, laid down on the plans hereinafter-mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways, within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary so to alter, divert, or stop up, for the purposes of such railway, and branch railways, or any of them, or the works, stations, and conveniences connected therewith respectively.

And also to authorize junctions with any railway or railways, at the commencements or terminations, or in the line, or course of such railway and branch railways respectively, in the several parishes, townships, and extra-parochial places before-mentioned, or some of them; and also to alter, amend, and enlarge some of the powers and provisions of an act passed in the eleventh year of the reign of King George the Third, intituled "An Act for making a navigable cut or canal from Chesterfield, in the county of Derby, through or near Worksop and Retford, to join the river Trent at or near Stockwith, in the county of Nottingham," and to repeal some of the said powers and provisions, and to confer other further and more effectual powers in the stead thereof, and to alter and vary the tolls now taken for the use of the said canal.

And notice is hereby also given, that if a company shall be incorporated for the purpose of executing the said undertaking, it is intended to enable such company to purchase the said Chesterfield Canal, or to amalgamate, with themselves the said company of proprietors of the canal navigation.

And notice is hereby also given, that it is intended to apply for powers to levy tolls, rates, or duties, for the use of the said railway and branch railways, and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and also for power to vary, or extinguish all rights, or privileges, in any manner connected with the lands proposed to be taken for the purpose of such railway and branch railways, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections describing the line and the levels of the said intended railway and branch railways, and of the lands to be taken for the purposes thereof, with books of reference to such plans containing the names of the owners, or reputed owners, lessees or reputed lessees, and

occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the several clerks of the peace for the several counties, ridings, and divisions hereinafter mentioned: namely, for the west riding of the said county of York, at Wakefield; for the county of Derby, at Chesterfield; for the county of Nottingham, at Newark-upon-Trent; for the parts of Lindsey, in the said county of Lincoln, at Spilsby; for the parts of Kesteven, in the said county of Lincoln, at Sleaford; and for the city of Lincoln, and county of the same city, at Lincoln; and, that on or before the thirty-first day of December next, a copy of so much of the said plans, and sections, and books of reference, as relates to each of the parishes aforesaid, in or through which the said railway and branch railways and other works will be made, will be deposited for public inspection with the parish clerks of each such parish, at the residence of such clerks.

Dated this first day of November, 1845.

*Mee, Bigsby, and Mee,* } Joint Solicitors,  
*Newton and Gylby,* } East Retford.

East and West Yorkshire Junction Railway.  
Harrogate, Knaresborough, and York.

**NOTICE** is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to incorporate a company or companies, and to give to such company or companies power to make and maintain the railway hereinafter mentioned, or some part or parts thereof, with all proper works, stations, approaches, communications, and other conveniences connected therewith, commencing by a junction with the terminus of the Knaresborough Branch of the Leeds and Thirsk Railway, at and near the High Bridge, in the township and parish of Knaresborough, in the West Riding of the county of York, 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, Knaresborough, Bilton with Harrogate, Scriven with Tentergate, Goldsbrough, Flaxby, Coneythorp, Claretton, Allerton, Mauleverer, Allerton with Hopperton, Hopperton, Whixley, Gelsthorpe, Hunsingore, Cattal otherwise Cattal Magna, Old Thornville, Kirkhammerton, Greenhammerton, and Nun Monkton, in the West Riding of the county of York; Kirkhammerton, Wilstrop, Marston, Long Marston, Moor Monkton, Hessay, Rufforth Saint Mary, Bishop Hill Junior or the Younger, Upper Poppleton, Nether Poppleton, Acomb Holy Trinity, Knapton, Holdgate or Hologate, all in the county of York, the county of the city of York, or the West Riding of the county of York; and terminating by a junction with the Great North of England Railway, in the township of Acomb, in the parish of Acomb aforesaid; and in the said Act or Acts powers will be applied for to divert, vary, or alter, stop up, or cross all such turnpike roads, parish roads, and other highways, rivers, streams, water courses, aqueducts, navigations, canals, and railways, within the parishes, townships, and extra-parochial or other places afore-

said, or some of them, as it may be necessary, to divert, vary, or alter, stop up, or cross, for the purposes of such railway, or the works, stations, approaches, communications, and conveniences connected therewith; and also to divert, to the extent which will be defined upon the plans hereinafter mentioned, the course of the River Nidd, in the several parishes, townships, and extra-parochial or other places of Kirk Hammerton, Wilstrop, Green Hammerton, Nun Monkton, and Moor Monkton, or some of them.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties, for the use of the said railway and works, and to confer certain exemptions from the payment of such tolls, rates, or duties; and also to take powers for the purchase by compulsion or otherwise of lands, houses, and other property for the purposes of the said undertaking, and to alter, vary, or extinguish all rights or privileges in any manner connected with the lands, houses, or other property so proposed to be purchased or taken, and to confer other rights and privileges.

And it is further intended by such Act or Acts to enable the company to be thereby incorporated to let on lease or sell and transfer the said intended railway and other works, or any part or parts thereof, and all or any powers of such company in connexion therewith, or in relation thereto, and whether before or after the completion thereof, to the Leeds and Thirsk Railway Company, the Great North of England Railway Company, and the York and North Midland Railway Company, or any or either of them, or to any railway company with which any or either of the last-mentioned companies may be united or amalgamated, under the authority of any Act of Parliament, and to enable the said Leeds and Thirsk Railway Company, the Great North of England Railway Company, and the York and North Midland Railway Company, or any or either of them, or such united or amalgamated company as aforesaid, to purchase or rent the said intended railway and works, or any part or parts thereof, and to construct, maintain, use, and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to exercise and enjoy all or any of the powers, authorities, and privileges which may be so transferred to them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the intended railway and works, and generally to enter into and carry into effect such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works, and for all or any of the purposes aforesaid it is intended to apply for powers by the said Act or Acts to authorize the said Leeds and Thirsk Railway Company, the said Great North of England Railway Company, the said York and North Midland Railway Company, or any or either of them, or any such proposed united and amalgamated company to increase their present capital by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And it is also intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, or some of them, that is to say, an Act passed in the year 1836, intituled "An Act for making a Railway from near the river Tyne, to or near the river Tees, to be called The Great North of England Railway, in the county of Durham;" also an Act passed in the year 1837, intituled "An Act to enable the Great North of England Railway Company to extend the line of their railway, and to make two branches therefrom, and for other purposes relating thereto;" also an Act passed in the year 1839, intituled "An Act for amending and enlarging the provisions of the several Acts relating to the Great North of England Railway Company, and for other purposes relating thereto;" also an Act passed in the year 1841, intituled "An Act for amending and enlarging the provisions of the several Acts relating to the Great North of England Railway Company, and for other purposes relating thereto;" also an Act passed in the year 1842, intituled "An Act for the abandonment of a portion of the line of the Great North of England Railway, and for altering and amending the Acts relating thereto;" also an Act passed in the year 1836, intituled "An Act for making a Railway from the city of York to and into the township of Altofts, with various branches of railway, all in the West Riding of the county of York or county of the said city;" also an Act passed in the year 1837, intituled "An Act to alter the line of the York and North Midland Railway, and to amend the Act relating thereto;" also an Act passed in the year, 1841, intituled "An Act to enable the York and North Midland Railway Company to raise a further sum of money to make a certain approach to the said Railway, and to amend the Acts relating thereto;" also an Act passed in the year 1844, intituled "An Act for enabling the York and North Midland Railway Company to make a Railway from York to Scarborough, with a branch to Pickering;" also an Act passed in the year 1845, intituled "An Act for enabling the York and North Midland Railway Company to alter the line of the York and Scarborough Railway near to the city of York;" also an Act passed in the year 1845, intituled "An Act for making a Railway from Leeds to Thirsk, with branches therefrom."

And notice is hereby also given, that plans and sections, describing the line and levels of the said intended railway, and the lands proposed to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will, 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 West Riding of the county of York, at his office at Wakefield, in the said riding, and with the clerk of the peace for the city of York, and the county of the same city, at his office at York, in the said city; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections and books of reference as relates to each parish in or through which the said intended railway and works are proposed to be made, will be deposited for public inspection with

the parish clerk of each such parish, at the respective places of abode of such parish clerks.

Dated this first day of November, 1845.

*John Hazby, Easingwold,*  
*Powell and Sons, Knaresborough,* } Solicitors.  
*Charles Naylor, Leeds,*

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for one or more Act or Acts, to alter, amend, and enlarge, the powers and provisions of the several Acts relating to the London and South-Western Railway, that is to say, of five such Acts severally passed in the fifth year of the reign of His late Majesty King William the Fourth, and in the first, second, fourth, and fifth years of the reign of Her present Majesty Queen Victoria; and of two such Acts severally passed in the eighth year of Her said present Majesty; and of two such Acts severally passed in the ninth year of the reign of Her said present Majesty.

And notice is hereby further given, that powers will be inserted in the said Act or Acts, or in some other Act or Acts, for which application will be made to Parliament in the next session, to enable the London and South-Western Railway Company, or some other company, to be incorporated by the same Act or Acts, to make and maintain a railway, with all proper and necessary roads, approaches, stations, works, and conveniences connected therewith, commencing at, and proceeding from, the London and South-Western Railway, in the parish of Wootton Saint Lawrence, in the county of Southampton, in or near a field belonging to the Dean and Chapter of Winchester, and the Rev. Lovelace Bigg Wither, their lessee, in the occupation of Mr John Simkins, and numbered 5, in the said parish, on the deposited plans of the original line of the London and South-Western Railway, and proceeding thence to or near to a field, in the parish of Milford, in the county of Wilts, abutting on the Andover and Salisbury turnpike-road, belonging to the Lord Bishop of Salisbury, and the Duke of Hamilton as his lessee, and occupied by Mr. James George Coombs, and continuing from the said point by two lines, one thereof terminating by a junction with the Salisbury branch of the said London and South-Western Railway, in the parish of Milford, in the county of Wilts, in or near a field belonging to the said Lord Bishop of Salisbury, and the said Duke of Hamilton as his lessee, and occupied by Messrs. Fisher and Osman, and numbered 15, in the same parish, on the deposited plans of the said Salisbury Branch Railway; and the other of the said lines terminating by a junction with the Wilts, Somerset, and Weymouth Railway, at or near the Salisbury terminus thereof, abutting on Fisherton Street, in the parish of Fisherton Anger, in the said county of Wilts; and which said proposed railway, with the roads, approaches, stations, works, and conveniences connected therewith, are respectively intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Wootton Saint Lawrence, otherwise

Saint Lawrence Wootton, Church Oakley, Oakley Hall otherwise Hall Place, Dean, Ashe, Overton, Laverstoke otherwise Laverstock, Freefolk, Winslade, Kempshott, Dummer, North Waltham, Litchfield, Steventon, Popham, Sapley, Southley, Wonston, Tufton, Freefolk Priors, Freefolk Syfree-wast, Charlcott, Bullington, Worting, Basing-stoke, East Sherborne otherwise Sherborne Saint John, Monk Sherborne otherwise West Sherborne, Malshanger, Summerdown, Clerkgreen, North Oakley, East Oakley, Hannington, Woodgarston, Kingsclere, Ewhurst, Polhampton otherwise Poolhampton, Quidhampton, Southington, Mitchel-dever, Northington otherwise Norrington, Cold Henley, Sidminton, Whitchurch, Whitchurch Bo-rough, Whitchurch Tything, Whitchurch Parson- age, Hurstborne Tarrant, Longparish, Middleton, Forton, East Aston, West Aston, Hurstborne Priors otherwise Down Hurstborne, Hurstborne, Swompton, Saint Marybourne, Bourne, Swompton Tything, Week, Stoke, Eggbury, Binley, Chapmans- ford, Wherwell, Westover, Knight's Enham, And- over, Andover Borough, Little London, Smannel otherwise Swanhill, King's Enham, Finkley, East- anton, Tuckington, Woodhouse, Charlton, Hather- den, Lower Clatford, Goodworth Clatford, Upper Clatford, Nether Wallop, Foxcott, Penton other- wise Peniton, Mewsey, Penton Grafton, Wey otherwise Weyhill, Clanville, Nutbin otherwise Nutbane, Abbots Ann, Little Ann, Fifield, Thrux- ton, Monxton, Ampport, East Cholderton, Sarson, Kimpton, Great and Little Shoddiesden, Quarley, Alderman the Great, Winchester Street, Priory, Shipton, Grately, Over Wallop, Middle Wallop, Wallop Moyles, Wallop Buckland, Ragged Apple- shaw otherwise Appleshaw Dean, Redenham, Little- ton Farm, Mullen's Pond, Wallop Raxall, or some or one of them, in the said county of South- ampton; Winterslow, East Winterslow, West Winterslow, Newtontonney, Allington, Boscombe, East Boscombe, West Boscombe, West Cholderton, Amesbury, Wilsford, Lake, Idmiston, Durnford, Porton (Chapelry), Pitton and Farley, Woodford, Gumbleton alias Gomeldon alias Gumbleton, Strat- ford under the Castle, Shrippe, Winterbourne Gunner alias Winterbourne Gomer alias Winter- bourne Cherbrough, Britford, Clarendon, Winter- bourne Dauntsey, Winterbourne Earls, East and West Harnham, Bemerton, Laverstock and Ford, Milford, The Liberty of the Close of New Sarum, The borough and city of New Sarum, Saint Martin's Salisbury, Saint Edmund's Salisbury, Saint Thomas Salisbury, Fisherton Anger, or some or one of them, in the said county of Wilts.

And notice is hereby further given, that a plan and section, or plans and sections of the said pro- posed railway and other works, and also a dupli- cate of each such plan and section, with a book of reference thereto respectively, will be deposited for public inspection, on or before the thirtieth day of November instant, with the clerk of the peace for the said county of Southampton, at his office at Winchester, in the same county, and with the clerk of the peace for the said county of Wilts, at his office at Wilton, in the same county; and a copy of so much of each such plan and section, as re- lates to each parish in or through which the said

proposed railway and other works are respectively intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken in and by the said Act, to deviate in the construction of the said proposed railway and other works, to such extent as will be defined on the said plans, and to alter and divert such highways, roads, canals, navigations, rivers, and watercourses, within the several parishes, townships, and extra-parochial places aforesaid, as it may be necessary to alter or divert, for the pur- poses of the said proposed railway and works, and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses, and for the levying of tolls, rates, and duties upon or in respect of the said proposed railway and other works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and pri- vileges.

Dated this third day of November, 1845.

*Bircham and Dalrymple,*  
15, Bedford Row, London,  
Solicitors for the proposed Undertaking.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts to alter, amend, and enlarge the powers and provisions of the several Acts relating to the London and South Western Railway; that is to say, of five such Acts severally passed in the fifth year of the reign of His late Majesty King William the Fourth, and in the first, second, fourth, and fifth years of the Reign of Her present Majesty Queen Victoria; and of two such Acts severally passed in the eighth year of her said present Majesty; and of two such Acts severally passed in the ninth year of the reign of Her said present Majesty.

And notice is hereby further given, that powers will be inserted in the said Act or Acts, or in some other Act or Acts, for which application will be made to Parliament in the next Session, to enable the London and South Western Railway Company, or some other company to be incor- porated by the same Act or Acts, to make and maintain a railway, with all proper and necessary roads, approaches, stations, works, and conveni- ences connected therewith, commencing at, and proceeding from, the Salisbury branch of the London and South Western Railway, at or near the point where such branch line is intended to cross the Andover and Redbridge Canal, in the parish of Romsey Extra, in the county of South- ampton, and terminating by a junction with the Southampton and Dorchester Railway, in or near a field belonging to Sir John Barker Mill, Baronet, and numbered 58 on the deposited plans of the said last-mentioned railway, and situated in the parish of Millbrook, in the county of Southampton; and

which said proposed railway, and the roads, approaches, stations, works, and conveniences connected therewith, are respectively intended to be made in, and to pass from, through, or into the several parishes, townships, and extra-parochial and other places of Romsey Extra, Romsey Infra, Nursing otherwise Nutshalling, Millbrook, Eling, Totton, Cupernham, Wools, Woodbury, Market Place, Southwells, Lee otherwise Lea, Scudamore otherwise Skidmore, Ashfield, Grove Place, Mainstone, Ranvilles, Middlebridge Street, Hill and Sidford, Sidford Langley, Kingsomebourne, Buddesgate Shirley Redbridge, and Testwood, or some or one of them in the said county of Southampton.

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

And notice is hereby further given, that powers are intended to be taken in and by the said Act to deviate in the construction of the said proposed railway and other works, to such extent as will be defined on the said plans, and to alter and divert such highways, roads, canals, navigations, rivers, and watercourses, within the several parishes and extra-parochial places aforesaid, as it may be necessary to alter or divert, for the purposes of the said proposed railway and works, and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses, and for the levying of tolls, rates, and duties, upon or in respect of the said proposed railway and other works; and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this third day of November, 1845.

*Bircham and Dalrymple,*  
15, Bedford Row, London,  
Solicitors for the proposed Undertaking.

**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 make and maintain the railway hereinafter mentioned, or some part or parts thereof, that is to say, a railway commencing in the parish of Saint Peter in the borough of Maldon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial

places of Saint Peter Maldon, Maldon, Heybridge, Langford, Wickham Bishops, Witham, Falkbourne, White Notley, Cressing, Ulting, Black Notley, Bocking, and Braintree, or some of them, and terminating at or near the town of Braintree, in the said parish of Braintree, all in the county of Essex.

And in the said Bill, power is intended to be applied for to enable the company to be incorporated, to advance and expend money in improving the navigation of the Blackwater River, in the said parishes of Heybridge, and Saint Peter in Maldon aforesaid, and in the parish of Saint Mary in Maldon aforesaid, and to agree with the mayor, aldermen, and burgesses of the borough of Maldon, and any other parties respecting the same.

And it is intended to take power to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial places before-mentioned, or some of them, for the working and using the said railway; and also to authorize junctions with any railway or railways, at the commencement or termination, or in the line or course of the said railway as before-described, in the several parishes, townships, and extra-parochial places aforesaid; and in the said Bill powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary, or alter for the purposes of such railway.

And notice is hereby given, that it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway, and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans. And also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway, and the works connected therewith respectively, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees and reputed lessees, or occupiers of such lands 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 Essex, at Chelmsford; and with the town-clerk of the borough of Maldon, at his office at Maldon; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to each of the said parishes in or through which the said railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this seventh day of November, 1845.

*Blood and Douglas,*  
Solicitors for the Bill,  
Witham, Essex.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the fifty-ninth year of the reign of His Majesty King George the Third, intituled "An Act for paving, lighting, watching, and improving the Town of Burnley, in the county palatine of Lancaster;" or to repeal such Act and grant more effectual powers instead thereof for paving, lighting, cleansing, sewerage, draining, regulating, watching, and improving so much of the township of Burnley, and so much of the township of Habergham-Eaves, otherwise called the township of Burnley-cum-Habergham-Eaves, as is included within the limits of the said recited Act, and for giving the Commissioners to be appointed the control over all the turnpike-roads, highways, streets, lanes, public passages, and places within such district.

And it is intended by such Bill or Bills to obtain powers for enabling the Commissioners acting by virtue of the said recited Act, or to be appointed by such Bill or Bills, to light with gas the streets and other public passages and places, and the houses, buildings, and other premises within the district aforesaid, and also within a district comprised within a line drawn at the distance of half a mile from the limits of the district, such extended district being comprised within the townships, parishes, or extra-parochial places of Burnley and Habergham-Eaves otherwise Burnley-cum-Habergham-Eaves, or one of them, in the parish of Whalley, in the county palatine of Lancaster, and for that purpose to erect gasometers and other works, and to lay pipes in such district, and to purchase, rent, or take any land, buildings, or hereditaments which may be necessary for supplying such gas as aforesaid; also powers enabling the said Commissioners to supply with water the inhabitants of the said townships of Burnley and Habergham-Eaves otherwise the township of Burnley-cum-Habergham-Eaves, and for such purpose to make and maintain reservoirs, aqueducts, and other works, in the townships, chapelries, or extra-parochial places of Worsthorne-with-Hurstwood, Worsthorne, Hurstwood, Briercliffe-with-Extwistle, Briercliffe, Extwistle, Burnley and Habergham-Eaves otherwise Burnley-cum-Habergham-Eaves, or some or one of them, all in the parish of Whalley aforesaid, and to take and to collect water from certain lands, springs, brooks, and streams, situate within the said townships, chapelries, or extra-parochial places of Worsthorne-with-Hurstwood, Worsthorne, Hurstwood, Briercliffe-with-Extwistle, Briercliffe, Extwistle, Burnley and Habergham-Eaves, otherwise Burnley-cum-Habergham-Eaves, all in the parish of Whalley aforesaid, or some or one of them.

And by such Bill or Bills it is intended to apply for powers enabling the said Commissioners to agree with the Burnley Gas and Coke Company, and Burnley Water-works Company, or one of them, for the purchase of their respective works, and to enable such companies to treat and agree with the said Commissioners, and in case of any such agreement being come to powers will be in-

serted in such Bill or Bills, vesting in the said Commissioners all the rights and privileges now enjoyed by such respective companies, or either of them.

And for effecting such last-mentioned objects it is intended to alter, amend, and enlarge the powers and provisions of two several Acts, one passed in the fifty-ninth year of the reign of His Majesty King George the Third, intituled "An Act for supplying with Water the town of Burnley, and a certain part of the township of Habergham-Eaves, both in the parish of Whalley, in the county palatine of Lancaster;" and the other passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for lighting with Gas the town of Burnley-cum-Habergham-Eaves otherwise the townships of Burnley and Habergham-Eaves, within the parish of Whalley, in the county palatine of Lancaster;" or of one of such Acts, or to repeal such Acts, or one of them.

And powers will be contained in the said Bill or Bills enabling the Commissioners to make use of and to enlarge the compensation reservoir in the said township of Briercliffe-with-Extwistle, and to divert into such reservoir the waters of a certain brook called the Swinden or Swindon or Extwistle Brook, and to construct the requisite aqueducts and works for such purpose, and also powers enabling the Commissioners to extend and improve the existing water-works if purchased by them, which said improvements and new works will be situate in the several townships, chapelries, or extra-parochial places of Worsthorne with Hurstwood, Worsthorne, Hurstwood, Briercliffe-with-Extwistle, Briercliffe, Extwistle, Burnley and Habergham-Eaves otherwise Burnley-cum-Habergham-Eaves aforesaid, or some or one of them, all in the said parish of Whalley.

And notice is hereby further given, that it is intended to apply for power to increase or alter the several rates authorized to be collected by the said recited Acts, and to alter the application and mode of levying thereof; and further, for power to levy rates or rents in respect of the aforesaid proposed supply of gas and water, and to restrain the powers of the trustees of any turnpike road, of taking toll within the district to be comprised in the said Bill for paving and other purposes.

And it is also intended to obtain powers to borrow and raise on the credit of the existing rates, or on any altered increased or new rates to be levied by virtue of the said intended Bill or Bills or one of them, all such money as may be requisite for defraying the expenses of obtaining such Bill or Bills, and of carrying the several powers and provisions thereof into execution.

And also for the powers usually conferred for the compulsory purchase of lands, houses, and other property to be described upon the plans hereinafter mentioned, and for power to vary or extinguish any existing rights or privileges which would in any manner interfere with the construction and maintenance of the aforesaid reservoirs, aqueducts and other works, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said intended reser-

voirs, aqueducts and other works, and of the proposed improvements and extensions of the said existing water-works, with books of reference to such plans, will, on or before the thirtieth day of November instant be deposited for public inspection at the office of the clerk of the peace of the county palatine of Lancaster, at Preston; and that, on or before the thirty-first day of December next, a copy of such plans, sections and books of reference will be deposited with the parish clerk of the said parish of Whalley.

Dated this sixth day of November, 1845.

*Shaw and Arindale, Solicitors.*

Wakefield, Pontefract, and Goole Railway; Methley, Askern, Moss, and Oakenshaw Branches.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to enable the Wakefield, Pontefract, and Goole Railway Company to make and maintain the following branch railways, with all necessary and convenient stations, staiths, landing-places, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and all other proper works connected with, and to the said branch railways respectively, that is to say, a railway diverging from or out of the main line of the said Wakefield, Pontefract, and Goole Railway, which is now in the course of construction, at or near a certain highway leading from Pontefract to Spittal Hardwick, in the township and parish of Pontefract, in the county of York, and thence passing from, through, or into, the several parishes, townships, hamlets, extra-parochial and other places of Pontefract, Monkhill, Pontefract Park District, Pontefract Park, Glass Houghton, Castleford, Whitwood, Featherstone, Normanton, and Methley, or some of them in the said West Riding, and to terminate by a junction with the Midland or North Midland Railway, near to the crossing by that railway of the Leeds and Barnsdale turnpike road, in the township and parish of Methley, in the said West Riding.

And also a railway diverging from or out of the said main line of the said Wakefield, Pontefract, and Goole Railway, at or near the Headlands Road, in the township of Knottingley, in the said parish of Pontefract, and thence passing from, through, or into, the several parishes, townships, hamlets, extra-parochial, and other places of Pontefract, Knottingley, Darrington, Cridling Park, Cridling Stubbs, Womersley, Walden Stubbs otherwise Stubbs Walden, Campsall, Norton, Askern, Sutton, Burghwallis, Rushy Moor, Haywood, Owston, Moss otherwise Moseley, Fenwick, and Ladythorpe or some of them in the said West Riding, and terminating by a junction with the main line of the proposed London and York Railway, at or near a certain wood called Reed Holme Wood, situate in the township and parish of Owston, in the said West Riding, or by a separate and independent station there.

And also a branch railway diverging from or out of the said last-mentioned intended branch line, at or near a certain highway in the township of

Stubbs Walden otherwise Walden Stubbs, in the parish of Womersley, in the said West Riding, leading from Stubbs Walden otherwise Walden Stubbs to Norton, and thence passing from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Stubbs Walden otherwise Walden Stubbs, Womersley, Norton, Fenwick, Askern, Campsall, Ladythorpe, and Moss otherwise Moseley, or some of them, in the said West Riding, and terminating by a junction with the line of the proposed Leeds, Wakefield, Pontefract, and Grimsby Junction Railway, at or near the point where the same last-mentioned line is intended to join the main line of the said London and York Railway, in the township of Moss otherwise Moseley, in the parish of Campsall, in the said West Riding, or by a separate and independent station there.

And also a branch railway diverging in a south-westerly direction from or out of the said main line of the said Wakefield, Pontefract, and Goole Railway, at or near the point where it crosses the Barnsley Canal, in the township and parish of Crofton, in the said West Riding, and thence passing from, through, or into, the several parishes, townships, hamlets, extra-parochial, and other places of Crofton, Warmfield, Warmfield cum Heath, Oakenshaw Walton, and Sandal Magna, or some of them, in the said West Riding; and terminating by a junction with the Midland or North Midland Railway, at or near the Oakenshaw Viaduct over the Barnsley Canal, in the township of Walton, in the parish of Sandal Magna, in the said West Riding.

And in the said Act or Acts powers will be inserted to deviate in the construction of the said branch railways from the lines or situations thereof respectively, as laid down on the plans deposited as hereinafter mentioned, to the extent shewn or defined on the said plans, and to alter or divert, stop up, cut off, or cross all such turnpike roads, parish roads and other highways, canals, navigations, and railways, tramroads, rivers, drains, brooks, streams and watercourses within the parishes, townships, hamlets, townlands, or extra-parochial and other places aforesaid, as may be required to be diverted or altered, stopped up, cut off, or crossed for the purposes of such branch railways respectively: And also powers authorizing junctions with any other railway or railways, at their commencement or termination, or in the line or course of such railways respectively, in the several parishes, townships, hamlets, extra-parochial and other places aforesaid, or some of them.

And it is also intended by the said Act or Acts to apply for powers to purchase lands, buildings, and houses, by compulsion or otherwise, for the purposes aforesaid, and to alter, vary or extinguish all or any rights or privileges in any manner connected with, or incident to, such lands, buildings, and houses respectively, or which can in any manner impede or interfere with the execution of the aforesaid works; to levy tolls, rates and duties in respect of the use of the said branch railways and other works, and to grant such exemptions from such tolls, rates, or duties, and to confer such rights and privileges, as to such company shall seem meet.

And it is also intended by the said Act or Acts to authorize the said Wakefield, Pontefract and Goole Railway Company to raise a further sum of money for the purposes of the said branch railways and other works, and for the general purposes of the said undertaking; and also to authorize the Manchester and Leeds Railway Company to raise funds, and to take shares in, and to subscribe for or towards the making, maintaining and using of the said intended branch railways, and other works, and for or towards the general purposes of the said undertaking.

And it is further intended by the said Act or Acts to enable the said Wakefield, Pontefract, and Goole Railway Company to let on lease or sell the said intended branch railways and other works or any part or parts thereof, and all or any of the powers to be conferred by the said Act to the said Manchester and Leeds Railway Company, and to enable the said Manchester and Leeds Railway Company to purchase, or rent, and use, and work, or to execute the said intended branch railways and works, or any part or parts thereof, and to take tolls, rates, or duties, for and in respect thereof, and to purchase and hold lands and houses, by compulsion or otherwise, and to exercise and enjoy all the powers and authorities to be conferred by the said intended Act or Acts in connection with such lands and houses, or otherwise; and also to authorize the said Wakefield, Pontefract, and Goole Railway Company and the said Manchester and Leeds Railway Company to enter into such mutual arrangements, as may be necessary or expedient for carrying out the purposes and objects of the said intended branch railways, and also to carry into effect and confirm any arrangements or agreements made, or to be made, for or in respect of the traffic which may pass along the lines of their respective railways and the branches and works aforesaid.

And notice is hereby further given, that for all, some, or more of the purposes aforesaid, it is intended by the said Act or Acts to alter, amend, and enlarge the powers and provisions of the Act passed in the last session of Parliament relating to the Wakefield, Pontefract, and Goole Railway Company, being chapter 172, and also those of the several Acts relating to the said Manchester and Leeds Railway Company passed in the sessions of Parliament held respectively in the sixth and seventh, and seventh years of the reign of His late Majesty King William the Fourth, and in the second and third, and in the fourth, and in the seventh years of the reign of Her present Majesty, and in the last session of Parliament.

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

And notice is hereby further given, that on or before the thirtieth of November instant, duplicate plans and sections of the said intended branch railways and works, together with books of reference thereto, will be deposited with the clerk of

the peace of the West Riding of the county of York, at his office at Wakefield, in the said West Riding; and with the clerk of the peace of the borough of Pontefract, at his office in Pontefract aforesaid; and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections and books of reference as relates to the several parishes in or through which the said intended branch railways and works are to pass or be made, will be deposited with the parish clerk of each such parish at his place of abode.

Dated the fifth day of November, 1845.

*Leeman and Clark,*  
York. } Solicitors.  
*Michael Mitton,*  
Pontefract. }

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, and enlarge some of the powers and provisions of an Act passed in the forty-third year of the reign of His Majesty King George the Third, intituled "An Act for improving and rendering more commodious the Port and Harbour of Bristol;" also, of an Act passed in the forty-sixth year of the reign of His said Majesty, intituled "An Act to alter and amend an Act passed in the forty-third year of His present Majesty," intituled "An Act for improving and rendering more commodious the Port and Harbour of Bristol," and for extending the powers and provisions of the said Act; and also of an Act passed in the forty-eighth year of the reign of His said Majesty, intituled "An Act for completing the improvement of the Port of Bristol;" and also of an Act passed in the forty-ninth year of the Reign of His said Majesty, intituled "An Act to enable the Bristol Dock Company to borrow a further sum of money for completing the improvements of the Port and Harbour of Bristol;" and also of an Act passed in the third year of the reign of His Majesty King George the Fourth, intituled "An Act to alter, amend, and explain the several Acts passed for improving and rendering more commodious the Port and Harbour of Bristol;" and also of another Act passed in the third year of the reign of His said Majesty King George the Fourth, intituled "An Act for the employment, maintenance, and regulation of the Poor of the City of Bristol, and for altering the mode of assessing the rates for the relief of the Poor, and certain rates authorized to be raised and levied within the said City by certain Acts for improving the Harbour there, and for paving, pitching, cleansing, and lighting the same City, and for the relief of the Churchwardens and Overseers from the collecting of such rates; and for amending the Act for paving, pitching, cleansing, and lighting the said City;" and also, of an Act passed in the first year of the reign of Her Majesty Queen Victoria, intituled "An Act for the better Assessing and Collecting certain Parochial and other Rates within the City and County of Bristol," or to repeal the provisions of the said several Acts, or some of

them, and to grant more effectual powers instead thereof.

And in which Bill or Bills provision is intended to be made to transfer the powers, authorities, privileges, property, rights, and interests possessed by the Bristol Dock Company, under and by virtue of the said recited Acts, to the mayor, aldermen, and burgesses of the city of Bristol, and to enable the said mayor, aldermen, and burgesses to reduce, alter, or abolish the rates, tolls, and duties, or any of them, by the said recited Acts, or any of them empowered to be collected, and to levy, raise, and collect other rates, tolls, and duties in lieu thereof, or in addition thereto, and to apply the produce of the same in aid of the borough fund and rate of the said city and county, or of such other rate or fund as may be provided by the said Bill or Bills to be raised for carrying into effect the purposes thereof, and to charge upon the said borough fund and rate, or such other rate or fund to be provided as aforesaid, the payment of the principal, interest, and other monies raised and made payable under and by virtue of the said several Acts, or any or either of them.

And in which said Bill or Bills provision is also intended to be made for the payment of the expenses of carrying into effect the powers and provisions to be contained in the said Bill or Bills, or which may be incident thereto, by and out of the borough fund and rate of the said city and county.

Dated the eighth day of November, 1845.

#### Swansea Docks.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a floating-dock or docks, basin or basins, and other works, in and upon certain places or closes of land commonly called the Burrows and the Burrows Fields, within the parish of Swansea, in the county of Glamorgan, which said dock or docks, basin or basins, and other works, will be bounded on the south side by the sea, on the east side by Fabian's Bay, on the west side by the House of Correction and the Swansea infirmary, and on the north by the Royal Institution of South Wales, Couch's Buildings, Wellington Street, and Madoc Hall; together with all necessary and convenient bridges, piers, locks, feeders, engines, machinery, quays, walls, wharfs, landing-places, embankments, fences, buildings, depôts, gates, weirs, warehouses, culverts, viaducts, sluices, archways, approach roads, ways, and other works and conveniences connected therewith; which said intended dock or docks, basin or basins, and other works, will be situate within the parish, township, and extra-parochial or other places following, or some or one of them, that is to say, the parish of Swansea, the borough of Swansea, the town and franchise of Swansea, and the franchise of the town of Swansea, and the sea-shore, in the said county of Glamorgan.

And notice is hereby further given, that it is also intended by such Act or Acts to take powers to make lateral deviations from the line of the pro-

posed works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, alter, divert, or stop up, whether temporarily or permanently, all turnpike-roads, parish-roads, and other highways, streets, rivers, brooks, streams of water, sewers, ditches, navigations, canals, railways, tramroads, or tramways, within the aforesaid parishes, townships, and extra-parochial, or other places, or any or either of them, which it may be necessary to cross, divert, alter, or stop up, in the making, constructing, or maintaining of the works hereinbefore referred to, and particularly to stop up and divert so much of the turnpike-road leading from the said town of Swansea to the Mumbles, and also so much of the Oystermouth Railway or tramroad respectively as lies between Rutland Place, and the north entrance to the Swansea Infirmary, all in the said parish, town, and franchise.

And notice is hereby further given, that it is intended by such Act or Acts to incorporate a company or companies for the purpose of carrying into effect the proposed works or some part thereof; and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; also to levy tolls, rates, and duties upon or in respect of all ships and vessels using or frequenting the said dock or docks, basin or basins, and works, and on all passengers, goods, wares, minerals, merchandize, and other articles and things landed thereat, or embarked therefrom, or using the said wharfs, warehouses, and other conveniences; and also to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby also given, that it is intended to take powers in the said Act or Acts to enable the company or companies to be thereby incorporated, and the said Oystermouth Railway or Tramroad Company, and all other parties who may be interested therein, or in the rates, tolls, and duties arising therefrom, to enter into and carrying into effect such mutual arrangements as may seem expedient for the purchase and sale, or for the letting, taking, or use of the said railway or tramroad, or of any portion thereof, and of all or any of the powers of the said last-mentioned company, in connection therewith; or to enable the said railway or tramroad company, or the company or companies to be incorporated by the said Act or Acts, to make such alterations in the said railway or tramroad within the said parish, township, borough, or other places aforesaid, or some or one of them, as may be necessary to connect the same with the said intended dock or docks, basin or basins, and works, and for the purposes aforesaid, or some of them, to repeal, alter, amend, or enlarge the provisions of the Acts relating to the said Oystermouth Railway and Tramroad Company: that is to say, An Act passed in the forty-fourth year of the reign of his late Majesty King George the Third, intituled "An Act for making and maintaining a Railway or Tramroad

from the town of Swansea into the parish of Oystermouth, in the county of Glamorgan;" and to levy other tolls, rates and duties, and to alter the existing tolls, rates, and duties collected by virtue of the said Act; and to vary or extinguish exemptions from the payment of such tolls, rates, and duties, and other rights and privileges.

And it is also intended by the said Act or Acts to enable a certain company called the Company of Proprietors of the Swansea Canal Navigation, to demise, lease, or sell, or otherwise dispose of, to the Company to be incorporated by the said proposed Act or Acts, the said canal, or any part or parts thereof, and the works and conveniences, lands and tenements connected therewith, or belonging thereto, and all the powers, rights, tolls, and property of the said Canal Navigation Company, or any part or parts thereof respectively; and also to enable the company to be incorporated by the proposed Act or Acts, to accept and take such demise or lease, or to accept the transfer or assignment thereof, and to hold, exercise, and enjoy the same, and for that purpose to repeal, alter, amend, and enlarge the powers and provisions of an Act passed in the thirty-fourth year of the reign of His said late Majesty King George the Third, intituled "An Act 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 notice is hereby further given, that duplicate plans of the said intended dock or docks, basin or basins, and other works, together with duplicate plans and sections of the said proposed diversions of the above-mentioned turnpike road, and railway or tramroad, with a book of reference thereto, containing the names of the owners or reputed owners, and lessees or reputed lessees, and occupiers of the houses, lands, tenements, hereditaments, and premises required for the purposes of the said works, will be deposited, on or before the thirtieth day of November, 1845, with the clerk of the peace for the county of Glamorgan, at his office in Cardiff, in the said county of Glamorgan; and that a copy of the said plans, sections, and book of reference will also be deposited, on or before the thirty-first day of December next, with the parish clerk of the said parish of Swansea, at his place of abode.

Dated this sixth day of November, 1845.

*Thomas Attwood, Solicitor, Swansea.*

The Oxford, Southampton, Gosport, and Portsmouth Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, roads, landing places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at, and forming a junction with, the Great Western Railway, at or near the Didcot Station thereof, in the parish of Didcot or Dudcott, in the county of Berks, and terminating at, and forming a junction with, the South Western

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Railway, at or near the Andover Road Station thereof, in the parish of Mitcheldever, in the county of Southampton, and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Didcot or Dudcott, South Moreton, North Moreton, Steventon, Harwell, East Hagborne, West Hagborne, Hagborne, Aston Tirrold, Cos-cut or Crosscut, Upton, Aston Upthorpe, Blewbury, Blewberry, Chilton, West Ilsley, East Ilsley, Aldworth, Compton Parva, West Compton, East Compton, Compton, Biddon, Beedon, Frilsham, Yattendon, Wellhouse, Langley Ealing, Oakhouse, Bottomstead, Little Hungerford Hermitage, Hampstead Norris, Snelsmore, Oare, Courage, Chieveley, Marlstone, Cold Ash, Bucklebury, Henwick, Thatcham, Shaw cum Donnington, Donnington, Shaw, Bagnor, Woodspeen, Speenhanland, Speen, Newbury, Enborne, Crookham, Thatcham, Greenham, and Sandford, all in the county of Berks; and Newtown, Adbury, Sidmington, Echinswell or Echenswell or Itchingswell, Kingsclere, Pen Wood, Highclere, Earlstone, Burghclere, Cold Henley, Woodcot, Ludshel, Litchfield, Dunley, Saint Mary Borne, Freefolkmanors, Hurstborne Prior, Cold Henley or Cole Henleigh, Freefolk Priors, Charlcott otherwise Charcott, Whitchurch Parsonage, Whitchurch, Overton, Laverstock, Tufton, Bullington, Lower Cranborne, Upper Cranborne, Norton, South Scotney, Wonston Stoke Charity, Weston, Hunton, Weston Colley, West Stratton, Mitchel and Mitcheldever, Saint Mary Bourne, Hurstbourne Priors, Tufton, all in the county of Southampton; and it is intended to apply for powers in the said Bill or Bills, to make lateral deviations from the line of the proposed railway and works, to the extent, or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, rivers, streams, sewers, canals, creeks, arms or branches of the sea, navigations, reservoirs, aqueducts, bridges, railways and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway and works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Berks, at his office at Abingdon, in the said county; and with the clerk of the peace for the county of Southampton, at his office at Winchester, in the said county, on or before the thirtieth day of November, 1845; and on or before the thirty-first day of December then next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill or Bills, to incorporate a

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

And it is also proposed in and by the said Bill or Bills, to empower the said company to be thereby incorporated with the proposed Southampton, Manchester, and Oxford Junction Railway Company, or with any other railway company or companies, or persons, with whose line the said intended railway or works may unite, or to unite and amalgamate with the said Southampton, Manchester, and Oxford Junction Railway Company, or with any other company, party, or person already formed, or to be formed, and to enable such united or amalgamated company to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills, to authorize the union or amalgamation of the said companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation, to use and work the said railway and works, and to take tolls in respect thereof.

Dated this eighth day of November, 1845.

*John Bethell,*

78, King William Street, London,  
Solicitor for the Bill.

**NOTICE** is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills for making and maintaining one or more dock or docks, basin or basins, on certain mudlands in Langston Harbour, near or within Eastney and Velder Lakes, and adjacent to Fort Cumberland, in the island of Portsea, in the county of Southampton, and also for making and maintaining a cut or canal from and out of the said intended dock or docks, basin or basins, to commence at or near the north side of Fort Cumberland, at the entrance of Langston Harbour aforesaid, having a communication with the deep water there, and to pass through South Sea Beach, parallel to the Sea, and to open into deep water at the entrance of Portsmouth Harbour, on the north side of South Sea Castle, together with all necessary and proper quays, locks, wharfs, landing places, warehouses, and other works, upon, or adjoining, or near to the said dock or docks, basin or basins, cut or canal, or any of them, and which dock or docks, basin or basins, cut, canal, and other works, will be made in, or pass from, through, or into, the several parishes, townships, and extra-parochial, and other places following, or some of them, that is to say, Eastney Milton, Lumps and Southsea Common, all in the parish and

island of Portsea, in the county of Southampton, and it is intended to apply for powers to make lateral deviations from the line of the proposed work to the extent, or within the limits, defined upon the plans hereinafter-mentioned, and also to cross, divert, alter, or stop up, all such turnpike roads, parish roads, and other highways, streams, and navigations, within the said parishes, townships, and extra-parochial, and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works, and to improve, cleanse, deepen, and widen Langston Harbour aforesaid, and the entrances thereto, and to construct and maintain all necessary works for that purpose.

And notice is hereby further given, that it is intended by the said Bill or Bills, to apply for powers to make and maintain a railway or railways, with all necessary works, to commence at or near to a certain point called Portsea Union House, situate in the parish of Portsea, in the county of Southampton, and to terminate at or near a certain point between Velder and Eastney Lakes, on the margin of the proposed docks, all which railway or railways, and works, will be situate in the parish of Portsea, in the county of Southampton.

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

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

Dated this sixth day of November, 1845.

*Coverdale and Lee,*

4, Bedford Row.

Manchester, Hebden Bridge and Keighley, and Leeds and Carlisle Junction Railway.

**NOTICE** is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making, maintaining, upholding, constructing, amend-

ing, altering, diverting, and erecting the several lines of railway and branch railway hereinafter mentioned, or some or one of them, with all proper, necessary, and convenient viaducts, bridges, tunnels, culverts, drains, watercourses, rivers, rivulets, shafts, airgates, drifts, conduits, syphons, aqueducts, waterbanks, excavations, cuttings, embankments, dams, weirs, sluices, cloughs, shuttles, goits, and every other matter or thing required for the proper completion of the said lines of railway and branch railway respectively: and also to construct all necessary and convenient stations, wharfs, piers, staiths, landing places, jetties, sidings, warehouses, offices, yards, erections, roads, communications, approaches, and conveniences connected therewith respectively, within the West Riding of the county of York, that is to say, a railway to commence by a junction with the line of the Manchester and Leeds Railway, at the crossing of the Rochdale Canal by the said last-mentioned railway near to Charles Town, in the townships of Sowerby and Erringden, in the parish of Halifax, in the said West Riding, or one of them, thence to pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Halifax, Sowerby, Erringden, Wadsworth, Heptonstall, Stansfield, Haworth, Bradford, Keighley, and Bingley, or some of them, all in the said West Riding, and to terminate by a junction with the intended line of the Leeds and Bradford Railway Extension, in the township and parish of Keighley, in the said West Riding, at or near to the town of Keighley, in the township and parish of Keighley, in the said West Riding.

Another railway, to commence from and out of the first-mentioned intended line of railway, at or near to the town of Keighley, in the township and parish of Keighley, in the said West Riding, and thence to pass from, in, through, or into the several parishes, townships, extra-parochial and other places of Keighley, Bingley, Steeton, Steeton with Eastburn, Silsden, Glusburn, Morton East and West, Kildwick, Draughton, Skipton, and Addingham, or some of them, all in the said West Riding, and to terminate at or near to the town or place called Addingham, in the township and parish of Addingham, in the said West Riding, at or near to a certain Inn called or known by the sign of the Craven Heifer Inn, in the said township and parish of Addingham, either by an independent terminus, or by a junction with the proposed Leeds and Carlisle or Northern Trunk Railway of England there.

And also a branch railway from and out of the said first-mentioned intended main line of railway, with all proper and necessary works connected therewith, commencing in the township and parish of Keighley, in the said West Riding, at or near to a certain building or place called Vale Mill, in the township and parish of Bingley, in the said West Riding, thence passing in, through, or into the several parishes, townships, extra-parochial, and other places, of Keighley, Bingley, Bradford, and Haworth, or some of them, all in the said West Riding, and terminating at or near to a place called Hiram-Bridge, in the township of Haworth, in the parish of Bradford, in the said West Riding.

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And it is intended to apply for powers to make lateral deviations from the several lines of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish and township roads, streets, and other highways, streams, sewers, canals, navigations, bridges, railways, and tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works respectively.

And notice is hereby further given, that duplicate plans and sections of the said railways respectively, and works, together with books of reference thereto respectively, will be deposited, for public inspection with the clerk of the peace for the West Riding of the county of York, at his offices in Wakefield, in the said West Riding, on or before the thirtieth day of November, 1845; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works respectively are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a company or companies, for the purpose of carrying into effect the proposed works, or some part thereof; and to apply for powers for the compulsory purchase of lands and houses; and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon, or in respect of the said railways and works respectively; and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges. And it is also proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated to let or lease, sell or transfer the said intended railways and works respectively, or any part of the same, or the tolls thereof, to the Manchester and Leeds Railway Company, or the Leeds and Bradford Railway Company, or any other railway company or companies, or persons with whose line the said intended railways and works respectively may unite.

Dated this seventh day of November, 1845

*Harrison Robson*, Solicitor.

Newcastle and Carlisle Railway Extension  
and Branches.

**N**OTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the next session for an Act or Acts to alter, amend, enlarge, or extend the powers and

provisions of the several Acts following, or some of them, that is to say:—An Act passed in the tenth year of the reign of His late Majesty King George the Fourth, intituled, “An Act for making and maintaining a railway or tramroad from the town of Newcastle-upon-Tyne, in the county of the town of Newcastle-upon-Tyne, to the city of Carlisle, in the county of Cumberland, with a branch thereout;” another Act passed in the second year of the reign of His late Majesty King William the Fourth, intituled, “An Act to accelerate the raising by the Newcastle-upon-Tyne and Carlisle Railway Company of a certain sum for the more speedy prosecution of the undertaking;” another Act passed in the fifth year of the reign of His said Majesty King William the Fourth, intituled, “An Act to authorize the Newcastle-upon-Tyne and Carlisle Railway Company to make an additional branch railway or tramroad, and for other purposes connected with their undertaking;” another Act passed in the first year of the reign of Her present Majesty, intituled, “An Act to authorize the Newcastle-upon-Tyne and Carlisle Railway Company to raise an additional sum of money for the purposes of their undertaking;” and another Act passed in the session held in the fourth and fifth years of the reign of Her present Majesty Queen Victoria, intituled, “An Act to alter, amend, and enlarge the powers granted to the Newcastle-upon-Tyne and Carlisle Railway Company, and to authorize alterations in the line of the railway;” and to repeal or alter the provisions of the said Acts of Parliament, or some of them, requiring turnpike roads to be carried over or under the railways therein mentioned, by means of bridges or tunnels, so far as the same provisions relate to the several turnpike roads, over or across which the said last mentioned railways now cross on the level thereof, or some of such turnpike roads, and other provisions of the same Acts, or some of them; and it is intended by the said Act or Acts so to be applied for, to take powers to alter and vary the tolls, rates, or duties, authorized to be levied and collected by the said above-mentioned Acts, or some of them, and to alter, and vary, and enlarge the rights and privileges conferred by the same Acts, or some of them.

And it is also intended, by the said Act or Acts so to be applied for, to take powers for extending the line of the Newcastle-upon-Tyne and Carlisle Railway, and for making and sustaining a railway or railways, with suitable stations, approaches, works, and conveniences, to pass from the present station, on the said railway, at or near a road called the Lead Factory Lane, situate in the township of Elswick, in the borough and county of Newcastle-upon-Tyne, to, from, through, into, or within the several parishes, townships, townlands, or extra-parochial places following, or some of them, that is to say, Elswick, Westgate, Saint John, and Saint Nicholas, all within the borough and county of Newcastle-upon-Tyne, and to terminate at or upon a parcel of ground, situate on the south side of Neville-street, and near the town's wall, within the parish or parochial chapelry of Saint John, in the said borough and county of

Newcastle-upon-Tyne; also, powers for making and maintaining the railway or railways, or branch railway or branch railways following, or some of them, with all proper stations, works, approaches, and conveniences connected therewith; respectively, that is to say, a railway commencing by a junction with the line of the Newcastle-upon-Tyne and Carlisle Railway, in the township of Haltwhistle, in the parish of Haltwhistle, in the county of Northumberland, at or near the Haltwhistle station upon the said railway, and extending or passing to, from, in, through, or into, or to be made within the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Haltwhistle, Wydon, Bellister, Featherstone, Plainmeller, Hartley Burn, Coanwood, Lambley, otherwise Lamley, Asholme, Knaredale, Knaredale-High-Quarter, Knaredale-Low-Quarter, and Kirkhaugh, all in the said county of Northumberland, and Alston Moor, otherwise Alston, otherwise Aldstone, Garrigill, otherwise Garrigill-Gate, and Nenthead, all in the county of Cumberland, and terminating at or near to the Smelt Mills at Nenthead, in the said township or chapelry of Nenthead, in the said parish of Alston Moor, otherwise Alston, otherwise Aldstone, in the said county of Cumberland; a railway commencing by a junction with the line of the Newcastle-upon-Tyne and Carlisle Railway, in the township of Warden, otherwise Low Warden, otherwise Nether Warden, in the parish of Warden, in the said county of Northumberland, at or near to the north end of the railway bridge over the River South Tyne, and extending or passing to, from, in, through, or into, or to be made within the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Warden, High Warden, Low Warden, otherwise Nether Warden, Saint John Lee, Acomb, Wall, Cocklaw, Simonburn, Humshaugh, Haughton, Wark, Chollerton, Barrasford, Gunerton, Chipchase, Birtley, Buteland, Broomhope, Bellingham, Leemaling, otherwise Leemaling Quarter, Nook, otherwise Nook Quarter, Corsenside, and Chesterhope, all in the said county of Northumberland, and terminating at the west side of the turnpike road or highway, called Watling-street, at the north end of the village of West Woodburn, in the said township of Corsenside, in the said parish of Corsenside; a branch railway commencing by a junction with the line of railway lastly hereinbefore described, in a field belonging to William John Charlton, esquire, in the said township of Nook, otherwise Nook Quarter, in the said parish of Bellingham, and situate near the confluence of the Rivers North Tyne and Reed, and extending or passing to, from, in, through, or into, or to be made within the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Bellingham and Nook, otherwise Nook Quarter, all in the said county of Northumberland, and terminating in a field belonging to John Haggerston, esquire, at or near the east end of the bridge erected across Hareshaw Burn, in the said township of Bellingham, in the said parish

of Bellingham; also, another branch railway, commencing by a junction with the line of railway terminating at West Woodburn, hereinbefore described, at or near to a place marked A. on the plans, which will be deposited as hereinafter mentioned, in the said township and parish of Corsenside, and extending or passing to, from, in, through or into, or to be made within the several parishes, townships, townlands, or extra-parochial places following, or some of them, that is to say, Corsenside and Chesterhope, all in the said county of Northumberland, and terminating at or near to the Ridsdale Iron Works, in the township of Chesterhope, in the said parish of Corsenside. In which said Act or Acts it is intended to apply for powers to levy, collect, and take certain tolls, rates and duties for the use of the said intended railway or railways, or branch railway or branch railways, or some of them. And also, powers to make lateral deviations upon the line or lines of the proposed works, to the extent or within the limits defined upon the plans thereof to be deposited as after-mentioned. And also, to cross, divert, or alter all such roads, parish roads, and other highways and railways within the townships, parishes, townlands, and extra-parochial places aforesaid, or any of them, as it may be necessary to cross, divert, or alter, for the purpose of the said works. Also, powers to purchase, by compulsion or otherwise, lands and houses, for the purposes aforesaid; and to vary or extinguish all rights and privileges in any manner connected with such lands and houses, or which would in any manner impede or interfere with the construction or maintenance of the said railways, and branch railways, and works: and to raise money for the several purposes of the said intended Act or Acts, all which said powers are intended to be carried into effect by the Newcastle-upon-Tyne and Carlisle Railway Company, and the money raised by the creation of new shares in the said company, or by some other mode to be authorized or provided for in and by the said intended Act or Acts. And notice is hereby also given, that duplicate maps, or plans and sections, describing the lines, or situations, and levels, of the said intended railways, and branch railways, and works, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the 30th day of November, in the present year, with the clerk of the peace for the county of Northumberland, at his office in the town of Newcastle-upon-Tyne; with the clerk of the peace for the borough and county of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne, and with the clerk of the peace for the county of Cumberland, at his office in the city of Carlisle, in the said county of Cumberland; 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 railways, branch railways, or works will be made or pass, will be deposited on or before the 31st day of

December next, with the respective parish clerks of the said parishes respectively, at their respective residences.

Dated the sixth day of November, 1845.

*Claytons and Dunn, and Adamson and Sons,*  
Solicitors to the Newcastle-upon-Tyne and Carlisle Railway Company.

Branch Railway from the Newcastle and Carlisle Railway to Allenheads.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining a branch railway or branch railways, with all proper works and conveniences connected therewith, commencing by a junction with the line of the Newcastle-upon-Tyne and Carlisle Railway, in the township of Morralee, in the chapelry of Haydon, in the parish of Warden, in the county of Northumberland, at or near the south end of the railway bridge or viaduct, erected across the River South Tyne, and extending or passing to, from, in, through, or into, or to be made within the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Warden, Haltwhistle, Ridley, Plainmeller, Haydon, Morralee, Deanraw and Westinside, Whitfield, Allendale, Allendale Town, Catton and Broadside, High Forest, Low Forest, Keenley, Parke, and West Allen, all in the said county of Northumberland, and terminating at or near the turnpike road at the north end of the village of Allenheads, in the said parish of Allendale, in which said Act it is intended to apply for powers to levy, collect and take certain tolls, rates, and duties, for the use of the said intended branch railway or branch railways, and also powers to make lateral deviations upon the line or lines of the proposed works, to the extent or within the limits defined upon the plans thereof to be deposited as after mentioned. And also to cross, divert, or alter all such roads, parish roads, and other highways and railways within the townships, parishes, townlands, and extra-parochial places aforesaid, or any of them, as it may be necessary to cross, divert, or alter for the purposes of the said works. Also, powers to purchase by compulsion, or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all rights and privileges in any manner connected with such lands and houses, or which would in any manner impede or interfere with the construction or maintenance of the said branch railways and works, and to raise money for the several purposes of the said intended Act, and to confer other rights and privileges, all which said powers are intended to be carried into effect by a company already incorporated by Act of Parliament, called the Newcastle-upon-Tyne and Carlisle Railway Company; and the money raised by the creation of new shares in the said company, or by some other mode, to be authorized or provided for in and by the said intended Act.

And notice is hereby also given, that duplicate maps, or plans and sections describing the line or

situation, and level of the said intended branch railways and works, and the lands to be taken for the purposes thereof, together with books of reference hereto, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the 30th day of November, in the present year, with the clerk of the peace for the county of Northumberland, at his office, in Newcastle-upon-Tyne. 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 branch railways or works will be made, or pass, will be deposited on or before the 31st day of December next, with the respective parish clerks of the said parishes respectively, at their respective residences.

Dated this sixth day of November, 1845.

*Claytons & Dunn, and Adamson & Sons,*  
Solicitors of the Newcastle-upon-Tyne and  
Carlisle Railway Company.

#### Manchester and Leeds Railway Extensions.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills to alter, amend, and enlarge, the powers and provisions of the several Acts following, relating to the Manchester and Leeds Railway Company, that is to say, The Manchester and Leeds Railway Act, 1836; The Manchester and Leeds Railway Act, 1837; The Manchester and Leeds Railway Act, 1839; The Manchester and Leeds Railway Act, 1841; The Manchester and Leeds Railway Act, 1844; The Manchester and Leeds Railway Act, No. 1, 1845; The Manchester and Leeds Railway Act, No. 2, 1845; The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844; and The Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845; in which said Bill or Bills it is intended to apply for powers to make and maintain the several branch railways following, with all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected therewith, that is to say,

Firstly, one of such branch railways, to commence at or near the Rochdale station of the said Manchester and Leeds Railway, in the township of Castleton, in the parish and borough of Rochdale, in the county palatine of Lancaster, and to terminate at or near Bacup, in the township of Spotland, in the said parish of Rochdale, and in the township of Newchurch, in the parish of Whalley, in the said county of Lancaster; which said railway and works will be made in, or pass from, through, or into, the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Rochdale, Whalley, Castleton, Wardleworth, Honorsfield otherwise Hundersfield, Spotland, Spotland-nearer-side, Spotland further-side, Catley Lane, Healey, Whitworth, Shawforth, Brandwood, Newchurch, Rossendale, and Bacup, all in the said county of Lancaster.

Secondly, another of such branch railways, to commence at or near the present Middleton station of the said Manchester and Leeds Railway,

in the township of Chadderton, in the parish of Prestwich otherwise Prestwich cum Oldham, in the said county of Lancaster, and to terminate at or near the town of Middleton, in the township of Middleton, in the parish of Middleton, in the said county of Lancaster, which said last-mentioned branch railway and works will be made in, or pass from, through, or into, the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Prestwich otherwise Prestwich cum Oldham, Middleton, Chadderton, Tonge, and Middleton, all in the said county of Lancaster.

Thirdly, another of such branch railways, to commence by a junction with the said Manchester and Leeds Railway, in the township of Ossett otherwise Ossett-cum-Gawthorpe, in the parish of Dewsbury, in the West Riding of the county of York, and to terminate in or near a certain field belonging or reputed to belong to Joshua Ingham, and James Taylor Ingham, Esquires, or one of them, in the township of Thornhill, in the parish of Thornhill, in the said West Riding; which said last-mentioned railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Wakefield, Dewsbury, Thornhill, Kirkheaton, Horbury, Ossett otherwise Ossett cum Gawthorpe, Thornhill, Shitlington, Whitley Upper, Denby, Denby Grange, Whitley Lower, and Brierstwhistle otherwise Brierstfield, all in the said West Riding.

Fourthly, another of such branch railways, to commence by a junction with the said thirdly before-mentioned branch railway in the township of Shitlington, in the said parish of Thornhill, and to terminate in or near a certain field belonging, or reputed to belong to Sir John Lister Lister Kaye, Baronet, in the township of Whitley Upper, in the parish of Kirkheaton aforesaid, which said last-mentioned railway and works will be made in, or pass from, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Thornhill, Kirkheaton, Shitlington, and Whitley Upper, all in the said West Riding.

Fifthly, another of such branch railways, to commence by a junction with the Manchester and Leeds Railway, near the Horbury Tunnel, in the township of Horbury, in the parish of Wakefield, in the West Riding of the county of York, and to terminate in the township of Crigglestone, in the parish of Sandal Magna, in the said West Riding, which said last-mentioned railway and works will be made in, or pass from, through, or into the several parishes of Wakefield and Sandal Magna, and townships of Horbury and Crigglestone, or some of them, all in the said West Riding.

Sixthly, another of such branch railways, to commence by a junction with the intended extension of the Heywood branch of the said Manchester and Leeds Railway, at or near the terminus of such extension, at or near the town of Bury, and to terminate by a junction with the intended Liverpool and Bury Railway, at or near the intended terminus thereof, at or near the said town of Bury,

which said last-mentioned branch railway will be made wholly in the parish of Bury and township of Bury, in the said county of Lancaster.

And notice is hereby further given, that it is intended to obtain power by the said Bill or Bills, to alter, extend, and enlarge the stations of the said Manchester and Leeds Railway, called the Victoria station, and the Oldham Road station, in the townships of Manchester and Cheetham, in the parish of Manchester, in the said county of Lancaster; and for those purposes, to take and purchase by compulsion or agreement, or otherwise, certain houses, lands, tenements, and hereditaments adjoining or near to the said stations respectively, on each side thereof respectively, situate in the said townships of Manchester and Cheetham, or one of them, all in the parish of Manchester.

And also to take and purchase by compulsion, or by agreement, certain houses, lands, buildings, and hereditaments adjoining or near the workshops, yards, and buildings of the same company, situate in the township of Manchester, near the Newton Junction of the said railway, for the purpose of extending such workshops, yards, and buildings.

And it is also intended to apply for powers to make lateral deviations from the line of the said branch railways and works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently all such turn-pike roads, parish roads, and other highways, streets, streams, canals, sewers, navigations, bridges, rivers, railways, and tramroads within the said parishes, townships, extra-parochial, and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of the said branch railways and works.

And notice is hereby further given that, duplicate plans and sections of the said branch railways and works, and also duplicate plans of the lands and grounds necessary for the extension and enlargement of the said stations, yards, and workshops, together with books of reference thereto respectively, will 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, and with the clerk of the peace for the said West Riding of the county of York, at his office at Wakefield, in the same county, on or before the thirtieth day of November, 1845, and on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended in the said Bill or Bills to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said branch railways and

works, and to alter the existing tolls, rates, or duties authorized by the said Acts or some of them, to be collected, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this sixth day of November, 1845.

*Darbishire and Lewis.*

Manchester.

Preston and Wyre Extension, and Darwen Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining the railway or railways following, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say, a railway, to commence at or near the terminus of the Preston and Wyre Railway at Maudland Bank, in the town and borough of Preston, in the township and parish of Preston, in the county palatine of Lancaster, and to terminate by a junction with the intended Blackburn and Preston Railway, in the township of Hoghton and parish of Leyland, in the said county palatine of Lancaster, and which said railway and works will pass from, in, through, or into the several parishes, townships, chapelries, hamlets, and extra-parochial and other places following, or some of them, that is to say, Preston, Blackburn, Leyland, Brindle, Preston, Fishwick, Ribbleson, Grimsargh with Brockholes, Brockholes, Cuerdale, Walton-le-dale, Salmesbury, Brindle and Hoghton, all in the said county palatine of Lancaster.

And another railway, to commence by a junction with the said intended Blackburn and Preston Railway at or near Feniscowles, in the township of Pleasington, in the parish of Blackburn, in the said county palatine of Lancaster, and to terminate by a junction with the intended Blackburn, Darwen, and Bolton Railway, at or near Over Darwen, in the township of Over Darwen and parish of Blackburn, aforesaid, in the said county palatine of Lancaster, and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Leyland, Blackburn, Hoghton, Pleasington, Withnell, Livesey, Tockholes, Blackburn, Lower Darwen, Eccleshill, and Over Darwen, all in the said county palatine of Lancaster.

Another railway to commence by a junction with the said intended Blackburn and Preston Railway, at or near to a place called Nook Bridge, in the township of Livesey, in the parish of Blackburn, and to terminate by a junction with the said Blackburn, Darwen, and Bolton Railway, at or near to Lower Darwen, in the township of Lower Darwen, in the parish of Blackburn, in the said county palatine of Lancaster, and which said railway and works will pass from, in, through or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Blackburn, Livesey,

Blackburn, and Lower Darwen, all in the said county palatine of Lancaster; and it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railways or tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, will 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, on or before the thirtieth day of November, 1845; and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

And it is also proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated, to let on lease, sell, or transfer, the said intended railways and works, or any part of the same, or the tolls thereof; and all or any powers of such intended company or companies in connexion with the said intended railways; or in relation thereto, to the Preston and Wyre Railway, Harbour, and Dock Company, the Blackburn and Preston Railway Company, the North Union Railway Company, and the Blackburn, Darwen, and Bolton Railway Company, or to some or one of them, or to any other railway company or companies who may be so minded and named in the said intended Bill or Bills, and to authorize the said hereinbefore specially named companies or any other company or companies aforesaid, out of their corporate or other funds, and either jointly or severally, to take shares in and subscribe for, or towards the making, maintaining, working, and using the said intended railways and works so proposed to be made under the powers of the said Bill or Bills, or any of them, or any part thereof, or to contract for, purchase, rent, work, or

construct the said intended railways and works, or any of them, or any part of the same, or to guarantee to the company or companies to be incorporated by the said intended Bill or Bills such interest or profit on their outlay as may be agreed on, and generally to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, and either mutually or with any other parties, in relation to the said intended new railways and works, or any of them or any part thereof, as may be mutually agreed upon between the company or companies which may be so incorporated as hereinbefore mentioned, and all or any of the said other companies hereinbefore specially named or referred to, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid. And for carrying all or any of the objects of the said Bill or Bills into effect, it is intended to apply for powers to alter, amend, extend, and enlarge the provisions of the several Acts relating to the said Preston and Wyre Railway, Harbour, and Dock Company, passed respectively in the fifth and sixth years of the reign of his late Majesty King William the Fourth, and in the seventh year of His said late Majesty, and first of Her present Majesty, two Acts in the second and third, and in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty; and of the several Acts relating to the Blackburn and Preston Railway Company, passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her present Majesty; and of the several Acts relating to the North Union Railway Company, passed respectively in the first and in the fourth and fifth years of the reign of His late Majesty King William the Fourth, and in the first, the first and second, the third, the fifth, the seventh, and the eighth and ninth years of the reign of Her present Majesty; and of the Act relating to the Blackburn, Darwen, and Bolton Railway Company, passed in the eighth and ninth years of the reign of Her present Majesty; and of the several Acts relating to the Bolton and Preston Railway Company, respectively passed in the seventh year of the reign of His late Majesty King William the Fourth, and the first of Her present Majesty, and in the first and second, the fifth and sixth, and seventh and eighth years of the reign of Her said present Majesty; and also to enable the said company or companies so proposed to be incorporated, and the said Blackburn and Preston Railway Company, to enter into mutual arrangements with reference to the use and occupation of, or the passage of traffic along any portion of the said Blackburn and Preston Railway.

And to alter the tolls, rates, and duties at present authorized to be collected and received, upon or in respect of the said Blackburn and Preston Railway, and to confer or vary exemptions from the payment of such tolls, rates, and duties, and other rights and privileges.

Dated this sixth day of November, 1845.

*Darbishire and Lewis,*

Manchester.

## West Cornwall Railway.

**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 or Bills, for making and maintaining a railway or railways, with all proper and convenient stations, erections, bridges, quays, wharfs, landing-places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near a place called Carvedras, in the parish of Kenwyn, in the county of Cornwall, and to terminate on the sea shore at or near the East Cliff, in the borough or town of Penzance, in the parish of Madron, in the said county, and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Saint Mary (Truro), Kenwyn, Kea, Chacewater, Saint Agnes, Gwennap, Saint Day otherwise Saint Dye, Redruth, Illogan, Camborne, Gwinear, Gwithian, Phillack, Hayle, Saint Erth, Saint Hilary, Marazion, Ludgvan, Gulval, Madron, the Sea Shore, and Penzance, all in the said county of Cornwall.

Also for making and maintaining a branch railway from and out of the said first-described railway, with all proper works and conveniences connected therewith, such branch railway to commence at or near Carvedras aforesaid, and to terminate at or near Newham, in the parish of Kenwyn aforesaid, and which said branch railway will pass from, in, through, or into the parishes of Kenwyn and Saint Mary (Truro) aforesaid, or one of them; all in the said county of Cornwall.

Also for making and maintaining another branch railway, to commence by a junction with the said first-described railway, at a point or points near Trewirgie House, in the parish of Redruth aforesaid, and to terminate in the parish of Budock in or near to the town of Falmouth in the said county, and to 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, Redruth, Gwennap, Stithians or Saint Stithians, Perran Arworthal otherwise Perranarwothal otherwise Peranarwothal, Gluvias otherwise Saint Gluvias, Mabe, Constantine otherwise Constantine, Penryn, Penryn Creek, and Turnpike Creek, and the beds and shores thereof respectively, Mylor, Budock, and Falmouth, and the bed and shores of the Harbour of Falmouth, all in the said county of Cornwall.

Also for making and maintaining a branch railway from and out of the said last-described railway, with all proper works and conveniences connected therewith, such branch railway to commence at or near a place called Barn Farm, in the parish of Budock aforesaid, and to terminate at or near the Exchequer Quay, in or at Penryn, in the parish of Gluvias otherwise Saint Gluvias aforesaid, and which said last-mentioned branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some or one of them, that is to say, Budock, Gluvias otherwise Saint Gluvias, and Penryn aforesaid, all in the said county of Cornwall.

Also for making and maintaining another branch railway, to commence by a junction, with the

said first-described railway, with all proper works and conveniences connected therewith, at or near Hayle Foundry, in the parish of Saint Erth aforesaid, and to terminate at or near the Warren, in the parish of Saint Ives, in the said county, and to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Saint Erth, Phillack, Lelant otherwise Uny Lelant, the beds and shores of the Harbour of Hayle, Hayle Creek, and Hayle or Lelant River, the sea shore, Towednack, and Saint Ives, all in the said county of Cornwall; and it is intended to apply for powers in the said Bill or Bills to make lateral deviations from the line of the proposed railways and works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, rivers, streams, sewers, canals, creeks, arms or branches of the sea, navigations, reservoirs, aqueducts, railways, and tram roads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railways and works.

And notice is hereby also given, that it is intended to take powers in the said Bill or Bills to make certain alterations in the width and gauge and direction and levels of a certain railway or tramroad called the Hayle Railway, and the several branches thereof, or part or parts thereof, within the parishes, townships, and extra-parochial places of Gwennap, Redruth, Camborne, Illogan, Gwinear, Gwithian, Saint Erth, Phillack, Hayle, Crowan, and Breage, or some of them, in the said county of Cornwall, to such extent and in such manner as will be shown on the plans and sections to be deposited as hereinafter mentioned, and to enable the company or companies to be incorporated by the proposed Bill or Bills, and the Hayle Railway Company, and all other parties who may be interested therein, or in the rates, tolls and duties arising therefrom, to enter into and carry into effect such mutual arrangements as may be deemed expedient for the purchase and sale, or for the letting, taking, or use of the said Hayle Railway and branches, or of any portion thereof, and of all or any of the powers of the said last-mentioned company in connexion therewith, or to consolidate the said Hayle Railway Company and the stock or capital thereof with the company or companies so to be incorporated as aforesaid, or to enable the said Hayle Railway Company to make such alterations in the said railway or tramroad and branches within the said parishes, townships, and extra-parochial and other places aforesaid, or some or one of them, to connect the same with the said intended railway or railways, or for adapting the said Hayle Railway or tramroad and branches or part or parts thereof, to the purposes of either of the said companies and the said intended railway or railways; and for the purposes aforesaid, or some of them, to repeal, alter, amend, or enlarge the powers and provisions of the Acts relating to the said Hayle Railway.

that is to say, an Act passed in the session of Parliament held in the fourth and fifth years of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining a railway from Hayle, in the parish of Saint Erth, in the county of Cornwall, to Tresavean Mine, in the parish of Gwennap, in the said county, with several branches therefrom;" and an Act passed in the session of Parliament held in the sixth and seventh years of the reign of His said late Majesty, intituled "An Act to enable the Hayle Railway Company to make certain alterations in the Lines of such Railway, and for other purposes, relating thereto."

And notice is hereby further given, that duplicate plans and sections of the said intended railways and other works, together with books of reference thereto, 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, on or before the thirtieth day of November, instant, and on or before the thirty-first day of December next a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, maintained, and improved, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

And it is also proposed in and by the said Bill or Bills to empower the company or companies to be thereby incorporated to let or lease, sell or transfer, the said intended railways and other works, or any part of the same, or the tolls thereof, to the Cornwall Railway Company, or to any other railway company or companies with whose line the said intended railways or works may unite, and to delegate to the said Cornwall Railway Company, or to such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said Cornwall Railway Company, or such other company or companies as aforesaid, to purchase, rent, work, or construct the said intended railways and works, or any part of the same, and to take tolls and duties upon or in respect thereof, and to raise money, or to subscribe for or towards the making or maintaining the said intended railways and works, or to guarantee or pay to the company or companies proposed to be incorporated by

the said Bill or Bills such interest or profit upon their outlay as may be agreed upon, and generally to enter into and carry into effect such mutual arrangements and agreements in relation to the said railways and works as may be deemed expedient.

And it is further proposed by the said Bill or Bills to authorize the union or amalgamation of the company or companies proposed to be thereby incorporated with the said Cornwall Railway Company, or such other company or companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation to use and work the said railways and works, and to take tolls in respect thereof.

Dated this third day of November, 1845.

*Edwards, Mason, and Edwards,* } Solicitors  
London, } for the Bill.  
*Grylls and Hill,* Helston,

Morecambe Bay Harbour, and Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for constructing and maintaining a harbour of refuge and a low water harbour, by deepening, dredging, cleansing, and improving Grange Creek or Channel otherwise the Kent Channel, on the south side of Morecambe Bay, in or adjoining the township and parish of Haysham, and the township of Poulton Bare and Torrisholme, in the parish of Lancaster, in the county of Lancaster, and for such purposes to make, lay down, and maintain all necessary jetties, piers, breakwaters, quays, buoys, and other works and conveniences, and also to make and maintain a dock or docks, together with all proper and convenient basins, cuts, jetties, sluices, entrances, locks, floodgates, quays, wharfs, warehouses, huts, sheds, cranes, and other works and conveniences, all within the townships and parishes aforesaid, or some of them, and for the purposes aforesaid to make excavations in or to construct embankments upon the bed, bank, or shore of Morecambe Bay aforesaid, in or adjoining the said parishes and townships, and to inclose, reclaim, and vest in the company to be incorporated by such Act or Acts as hereinafter mentioned, so much of the bed, or soil, or shore of Morecambe Bay aforesaid, as shall be required for the construction of the works aforesaid, and for the extension thereof.

And it is also intended by such Act or Acts, to authorize the construction and maintenance of the railways following, or one of them, or some part or parts thereof respectively, with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near the said intended dock or docks, in the townships and parishes aforesaid, or some of them, and to terminate at or near St. George's Quay, in the borough and town of Lancaster, which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places fol-

lowing, or some of them, that is to say, Heysham, Lancaster, Poulton Bare, and Torrisholme, Skerton, and Heaton with Oxcliffe, all in the said county.

A railway to commence from and out of the said intended railway hereinbefore described, in the township of Poulton Bare and Torrisholme, and parish of Lancaster, and to terminate in the township of Slyne with Hest, and parish of Bolton-le-Sands, which said railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Poulton, Bare, and Torrisholme, Lancaster, Skerton, Slyne-with-Hest, and Bolton-le-Sands, all in the said county.

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

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

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase of lands and houses thereof, and for levying tolls, rates, and duties, in respect of the use of the said harbour, docks, railways, and other works, and to grant certain exemptions from such tolls, rates, and duties.

And it is also intended by the said Act or Acts to grant powers to the Lancaster and Carlisle Railway Company, and to the proposed North Western Railway Company, and the proposed Northumberland and Lancashire Junction Railway Company, if such two last-mentioned companies, or either of them, should be incorporated by any Act or Acts to be passed in the next session of Parliament, or otherwise to insert powers in any Act which may be applied for in the next session of Parliament, by or relating to the Lancaster and Carlisle Railway Company, and in the Acts for incorporating the said proposed North Western Railway Company, and the said proposed Northumberland and Lancashire Junction Railway Company, for enabling such companies, or any or either of them, to take shares in or to contribute money towards the formation, construction, and maintenance of the said intended harbour, docks, railways, and works, or any of them, and to enter into all agreements and mutual arrangements with the company to be incorporated by the said Act or Acts with respect to the construction, maintenance, use, and occupation of the said

harbour, docks, railways and works, or any of them.

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

Dated this sixth day of November, 1845.

*John Sharp,* } of Lancaster,  
*Rawsthorne & Swainson,* } Joint Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts to authorize the construction and maintenance of a railway, with all proper works, stations, erections, bridges, wharfs, roads, communications, approaches, and conveniences, connected therewith, to commence either by an independent terminus, or by a junction with the South Devon Railway, at or near a certain turnpike gate called the Puddaven Gate, in the parish of Dartington, in the county of Devon, and thence to pass from, in, through, or into, the several parishes, townships, and extra-parochial, or other places following, or some of them, viz., Totnes, Dartington, Rattery, Staverton, Buckfastleigh and Ashburton, and to terminate at or near the town of Buckfastleigh, in the parish of Buckfastleigh, in the county of Devon.

And also to make and maintain a branch or extension railway from, and out, of the said first described railway, at or near Barns's Paper Mills, in the parish of Buckfastleigh, in the said county, and to terminate either by an independent terminus, or by a junction with the proposed Ashburton, Newton, and South Devon Junction Railway, at or near a place called Dart Bridge, in the parish of Staverton, or Ashburton, or one of them, in the said county of Devon.

And also to make and maintain a branch railway, or tramroad, or way, to commence at, or near, or from, and out of the proposed station of the said intended railway, at or near the terminus thereof, in the said parish of Dartington, and to terminate at or near to certain wharfs or quays, called Peter's quays, in the said parish of Totnes, which said branch railway, or tramroad, will pass from, in, through, or into, the several parishes, townships, extra-parochial, or other places of Dartington, Totnes, Berry Pomeroy, the borough of Totnes and the Plains, or some of them, all in the said

county; also to make and maintain a branch railway, or tramroad, from, and out of the said first-described railway, at or near a place called Stretchford in the said parish of Staverton, to or near to the entrance of a projected tunnel, at or near Lower Coombe, in the said parish of Staverton and county aforesaid.

And it is also intended by the said Act or Acts, to make and maintain at or near Peter's Quay aforesaid, wharfs, quays, landing places, and warehouses, for the more conveniently using the said railway, and to facilitate the shipping and unshipping of passengers, minerals, goods, wares, and merchandize, passing or to pass over the said intended railway or tramroad; and it is intended to apply for powers to make lateral deviations from the line of the proposed works to the extent, or within the limits, defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, canals, navigations, rivers, railways, or tramroads, within the said parishes, townships, and extra-parochial, or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

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

And it is also proposed in, and by, the said Bill or Bills, to empower the said company or companies to be thereby incorporated, to let on lease, sell, or transfer, the said intended railway and branch railways, or tramroads and works, or any part of the same, or the tolls thereof, to the South Devon Railway Company, or any other railway company or companies, with whose line the said intended railway, branch railways, or tram roads, and works, may unite, and to delegate to the said South Devon Railway Company, or such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said South Devon Railway Company, or such other company or companies, or persons as aforesaid, out of their corporate or other funds, and either jointly or severally to take shares in and subscribe for, or towards the making, maintaining, working, and using, the said intended railway and branch railways, or tramroads and works, or any part thereof, or to purchase, rent, work, or construct, the said intended railway, and branch railways, or tramroads, and works, or any part of the same, and to take tolls and duties upon, or in respect thereof, and to raise

money for the purposes aforesaid, or to guarantee to the company or companies proposed to be incorporated by the said Bill or Bills, such interest or profit upon their outlay as may be agreed upon between the said companies.

And it is further proposed by the said Bill or Bills, to authorize the union and amalgamation of the company proposed to be incorporated by the said Bill or Bills with the said South Devon Railway Company, or such other company or companies, or one of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation, to use and work the said railway, and branch railways, or tram roads, and works, and to take tolls in respect thereof, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon, and for carrying into effect all or any of the above objects, it is intended to apply for powers to alter, amend, extend, and enlarge, the provisions of the Act relating to the said South Devon Railway, passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled, "An Act for making a railway from Exeter to Plymouth, to be called the South Devon Railway."

And notice is hereby further given, that on or before the thirtieth day of November, 1845, duplicate plans and sections of the said intended railways, tramroads, and works, together with books of reference thereto, will be deposited with the clerk of the peace of the county of Devon, at his office at the Castle of Exeter; and with the town clerk of the borough of Totnes, at his office in Totnes aforesaid; and that 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 works are intended to be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of each such parish at their respective places of abode.

Dated this seventh day of November, 1845.

*Edwards and Bryett, Totnes.*

#### Dover and Deal Railway, and Cinque Ports, Thanet and Coast Junction.

**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 or Bills for making and maintaining a railway or railways, or some part or parts thereof, with all proper and convenient stations, erections, bridges, wharfs, landing-places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at the town of Dover, in the county of Kent, within the several parishes, liberties, townships, extra-parochial or other places following; that is to say, Charlton, Hougham, Buckland, Saint James the Apostle, Dover, Saint Mary the Virgin Dover, East Cliffe, and the liberties of Dover Castle, or some or one of them, in the same county of Kent, and terminating at or near to the parish of St. Leonard, in the town of Deal, in the said county of Kent; and which said intended railway or railways, and works, will pass from, in, through,

or into the several parishes, townships, liberties, town-lands, extra-parochial and other places following, or some of them, that it to say, Charlton, Hougham, Buckland, Saint James the Apostle, Dover, Saint Mary the Virgin Dover, East Cliffe, the liberties of Dover Castle, River, Ewell, Guston, Pineham, Saint Margaret's at Cliffe, West Cliffe, Whitfield, Waldershare, East Langdon, West Langdon, Oxney, Ringwould, Kingsdown, Martin, Sutton, Ripple Saint Mary Walmer, Walmer, Little Mongeham, Great Mongeham, Upper Deal, Northbourne, Tilmanstone, Betslinger, Sholden, Saint Leonard Deal, and Deal, or some of them, in the county of Kent, and terminating at or near to the parish of St. Leonard, in the town of Deal, all in the said county of Kent, both by a distinct terminus there, and by a junction or junctions with the Sandwich, Deal, and Walmer branch of the South-Eastern Railway, near to the town of Deal aforesaid, or one of them.

And it is also intended to apply for powers in the said Bill or Bills to deviate from the line or lines of the proposed railway or railways, and works, to the extent or within the limits as shown and defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up all such turnpike and other roads, highways, rivers, streams, sewers, canals, creeks, navigations, reservoirs, aqueducts, bridges, railways, and tramroads, within the said parishes, townships, liberties, townlands, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said railway or railways, and works.

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

And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a company for the purpose of carrying into effect the proposed railway or railways and works, or some part thereof, and to apply for powers for the purchase of lands and houses either by compulsion or agreement for the purposes thereof, and to vary, repeal, or extinguish all existing rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways and works; and also to levy tolls, rates, or duties upon

or in respect of the said railway or railways and works, and to confer, vary, or extinguish such exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges as to such company may seem meet.

And it is further intended by such Bill or Bills to empower the company to be thereby incorporated, to let on lease, sell, or transfer the said intended railway or railways and works, or any part thereof, and to delegate all or any powers of such company, in connexion therewith or in relation thereto, to the South Eastern Railway Company, or to any other company or persons, and to enable the said South Eastern Railway Company, or any other company or persons as aforesaid, to purchase, or rent, or construct the said intended railway or railways and works, or any part thereof, and to exercise all or any of such powers; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed between them.

And it is further proposed by the said intended Bill or Bills to authorize the union or amalgamation of the said companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company to be formed by such union or amalgamation, to use and work the said railway or railways and works, and to take tolls in respect thereof.

Dated this eighth day of November, one thousand eight hundred and forty-five.

*S. P. Hook, 7, Coleman Street,* } Solicitors  
London, } for the

*G. T. Thompson, Dover, Kent,* } Bill.

**N**OTICE is hereby given, that application will be made to Parliament in the next session for an Act to empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings, to widen and improve George Street, Tower Hill, and to make a convenient public thoroughfare for carriages and foot passengers from Great Tower Hill and Trinity Square to Little Tower Hill, and in such Act powers will be contained for the compulsory purchase of all such buildings, ground, tenements, and hereditaments in Great Tower Hill, Trinity Square, and George Street aforesaid, and in Postern Row, respectively within the precinct of the Old Tower without, in the liberty of Her Majesty's Tower of London, in the county of Middlesex, as it may be necessary to purchase, take, and use for effecting the purposes aforesaid.

Dated this tenth day of November, 1845.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works and Buildings.

*Pemberton, Crawley, and Gardiner,*  
Whitehall Place, Westminster.

Leicester, Tean and Dove Valley, and Stafford Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to make and maintain a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences connected therewith, commencing at or near the village of Alrewas, in the parish of Alrewas, in the county of Stafford; by a junction with the proposed Alrewas Branch of the Trent Valley Railway at Alrewas aforesaid, or by an independent terminus there, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Alrewas, Fradley, Croxall, Oakley, and Edengale, or some of them, in the county of Stafford; and of Croxall aforesaid, Catton, Edengale, Lullington, Coton-in-the-Elms, Rosleston, Appleby, Stretton-in-the-Fields, Gresley, Measham, Donisthorpe and Oakthorpe, or some of them, in the county of Derby; and of Seal, Overseal, Netherseal, Overseal and Netherseal, Donisthorpe, Ashby-de-la-Zouch, Ashby Woulds, Appleby, Swepston, Newton Burgoland, Snareston, Shakerston, Shackerston, Barton-in-the-Beans, Hodston, Congerston, Market Bosworth, Coton, Carlton, Barleston, Osbaston, Cadeby, Bagworth, Newbold Verdon, Brascote, Kirkby Mallory, Peckleton, Desford, Barron's Park otherwise Barn Park, Park House, Smart's Lodge, the Hollows, Smith's Land, Whykes Land, the Oaks, Kirby Muxloe, Leicester Forest West, Leicester Forest East, Glenfield, Glenfield Frith, Braunston, Kirby Frith, Braunston Frith, New Park, Freek's Ground, Newfound Pool, Saint Mary's parish, in or near the borough of Leicester, South Fields, West Cotes, Bromkinsthorpe, and Liberty of the White or Augustine Friars, or some of them, in the county of Leicester; and terminating at or near the tunnel on the Midland railway, in the said parish of Saint Mary, in or near the borough of Leicester aforesaid.

And notice is hereby further given, that it is intended to apply for powers in the said Act or Acts, to make lateral deviations from the line of the said proposed works to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, pipes, canals, navigations, bridges, railways, or tramroads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works; and notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Stafford, at his office at Stafford; with the clerk of the peace for the county of Derby, at his office at Chesterfield; and with the clerk of the peace for the county of Leicester, at his office at Leicester; on or before the thirtieth day of November, 1845, and on or before the thirty-first day

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

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

Dated this sixth day of November, 1845.

*J. & J. Richardson*, Burton-on-Trent,  
*G. H. R. Cox*, Derby,  
Solicitors.

Great Grimsby and Sheffield Junction Railway; Extension No. 3.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, intitled "An Act for making a Railway from a place in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with Branches to the district or place called New Holland, and to the town of Market Rasen, to be called the Great Grimsby and Sheffield Junction Railway."

And notice is hereby also given, that it is intended to apply for power to make and maintain the following extension of the railway and branches authorized to be constructed by the said Act, or some part or parts of such extension, as the directors of the said Great Grimsby and Sheffield Junction Railway may hereafter determine, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencement and termination, that is to say, an extension of the said railway, commencing by a junction with the main line of the said Great Grimsby and Sheffield Junction Railway, at or near Bole, in the parish of Bole, in the county of Nottingham, and passing from, through, and into the several parishes, townships, and extra-parochial places of Bole, Saundby, Wheatley, North Wheatley, South Wheatley, Burton, West Burton, Clareborough, Welham, Welham Spittal, Welham Whinleys, Sturton-le-Steeple, Sturton in the Clay, Sturton, Gringley, Little Gringley, Grove, Fenton, North Leverton, Hablesthorpe otherwise Apesthorpe, Hablesthorpe, Apesthorpe, Applesthorpe, Alblesthorpe, South Leverton, Tresswell, Truswell, Nether Headon, Headon, Headon cum Upton, Upton, Rampton, Stokeham, Stoak-

ham, Laneham, East Drayton, Askham, East Markham, Ragnal, Fledborough, Woodcoates, Darlton, Marnham, Skegby, Normanton on Trent, Grass-thorpe, Griesthorpe, Weston, Sutton upon Trent, Carlton upon Trent, Willoughby, Norwell, Cromwell, North Muskham, Fiskerton, Averham otherwise Aram, Staythorpe, Averham Park, South Muskham, Upton, Kelham, Kelham Grange otherwise Kelham Park Lathes, Little Carlton otherwise South Carlton, Bathley, Norwell, Norwell Woodhouse, Carlton-upon-Trent, Rolleston, and Averham, and terminating by a junction with the Nottingham, Newark, and Lincoln Railway, now in course of construction, in the parish of Averham, all in the county of Nottingham, or by a separate terminus in the said last-mentioned parish.

And also for power to make and maintain a branch railway, commencing by a junction with the said extension line of the said Great Grimsby and Sheffield Junction Railway, in the parish of North Muskham, passing from, through, and into the several parishes, townships, and extra-parochial places of North Muskham, South Muskham, Bathley, Little Carlton otherwise South Carlton, Newark-upon-Trent, or some of them, and terminating at or near the town of Newark-upon-Trent, in the parish of Newark-upon-Trent, all in the county of Nottingham.

And it is intended to take power to construct stations, communications, works, and other conveniences, in the several parishes, townships, and extra-parochial places before mentioned, or some of them, for the working and using the said extension and branch railways; and also to authorize junctions with any railway or railways at the commencement or terminations, or in the line or course of the said extension and branch railways, as before described, in the several parishes, townships, and extra-parochial places aforesaid; and in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined; and to vary or alter such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, and extra-parochial places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such extension and branch railways.

And notice is hereby further given, that it is intended to apply for power to levy tolls, rates, or duties, for the use of the said extension and branch railways, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of lands and houses, to be described upon the said plans; and also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended extension and branch railways, and the works connected therewith respectively, and the lands 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, 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 Nottingham, at Newark-upon-Trent; and, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and book of reference, as relates to each of the said parishes in or through which the said extension and branch railways will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this first day of November, 1845.

*Haywood, Bramley, & Gainsford,  
Smith & Hande,*

Solicitors, Sheffield.

York and North Midland Railway. (Whitby and Pickering Extension.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge or to repeal some of the powers and provisions of the several Acts relating to the York and North Midland Railway Company, passed in the sessions of Parliament, held respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, fourth, seventh, seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty, and to enable the said York and North Midland Railway Company to make and maintain a railway, with all necessary works and conveniences connected therewith, and approaches thereto, commencing in the township of Egton and parish of Egton otherwise parish of Lyth, in the North Riding of the county of York, out of or by a junction with the line of the Whitby and Pickering Railway, now belonging to the said York and North Midland Railway Company, thence passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Grownmond otherwise Grossmont, Newbiggen, Eskdaleside, Sleights, Whitby, Egton, Lyth, Glazedale, Danby, Lealholm, Castleton Common Dale, and Guisbrough, all in the said North Riding, and terminating at or near a certain high road leading from Castleton to Guisbrough, in the township and parish of Danby, in the said North Riding.

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

And also to take powers for the purchase, by compulsion or otherwise, of 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, main-

tenance, and use of the same railway and works, and to grant other rights and privileges, and also to levy tolls, rates, or duties, for or in respect of the use of the said intended railway and works, and to confer such exemptions from the payment of such tolls, rates, or duties, as may be thought fit.

And it is also proposed by the said intended Act to authorize the said York and North Midland Railway Company to raise a further sum of money for the purposes of the said intended railway and works, and for the general purposes of the said undertaking.

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

Dated this first day of November, 1845.

*Richardson and Gutch,* } York,  
*Henry Newton,* } Solicitors.

**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 obtain an Act for widening, deepening, embanking, straightening, and otherwise improving such part of the course or channel of the River Welland, situate within the several parishes of Spalding, Pinchbeck, Surfleet, and Weston, in the county of Lincoln, as extends from the High-bridge in the town of Spalding to the New Channel, heretofore made below or seaward of a certain place in the parishes of Spalding, Surfleet, and Pinchbeck, or one of them, called the Reservoir; and for diverting the present course or channel of the said river by making a new cut or channel from and out of the north-western side of the said river, in the parish of Pinchbeck, through lands in the same parish to and into a certain drain called Vernatt's Drain, at a point in the same parish about eight hundred yards above the outfall of the said drain into the said river; and for adopting as and for the future course or channel of the said river such part of the said Vernatt's Drain as lies between the said intended place of entrance therein of the said intended new cut or channel and the said River Welland at the said outfall thereinto of the said Vernatt's Drain, in lieu of the present course or channel of the said river between the places aforesaid; and for stopping up or discontinuing, as such course or channel, the present course or channel of the said river between the places aforesaid, and vesting the same in the trustees of the River Welland; and also for widening, deepening, embanking, and improving such

part of the said Vernatt's Drain as lies between the places aforesaid, and so intended to be adopted as the future course or channel of the said river; and for making all such cuts, channels, openings, deepening, embankments, and works within the parishes aforesaid, and in certain lands in the parishes of Spalding and Surfleet respectively, being townlands or lands held in trust for the poor of the said parishes respectively, as shall be requisite for the improvement and security of the navigation of the said River Welland, between the town of Spalding and the New Channel heretofore made below the said place called the Reservoir as aforesaid. And it is intended by the said Bill and Act, to obtain powers for the compulsory purchase of all such lands, and houses or buildings, and drains, and watercourses within the several parishes aforesaid, and the said townlands, as will be required for effecting the several purposes aforesaid.

And notice is also hereby given, that it is intended by the said Bill and Act to amend and enlarge the powers and provisions of an Act passed in the fifth year of the reign of King George the Fourth, intituled "An Act for explaining, amending, and rendering more effectual an Act of His late Majesty for improving the outfall of the River Welland, in the county of Lincoln;" and of an Act passed in the first year of the reign of Her present Majesty, intituled "An Act to increase the tonnage rates and duties granted by an Act passed in the fifth year of the reign of His late Majesty, King George the Fourth, for improving the outfall of the River Welland, in the county of Lincoln, and to alter and enlarge the powers of the said Act;" and of an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for transferring to the Trustees of the River Welland, in the county of Lincoln, certain dues payable in respect of vessels using the said river, part of the port and harbour of Boston, and their cargoes, for better effecting improvements authorized by a former Act; and for amending several Acts relating to the same."

And it is also intended to repeal such parts of the said several Acts as provide for direct limit or regulate the application of the monies arising or receivable under the same respectively; and to make provision for amalgamating such monies into one fund, and for the due application thereof, and also to repeal so much of the said Act of the fifth year of the reign of Her present Majesty as limits, or as operates to limit, any period or time at which any monies may be in future borrowed; and also to repeal or remodel others of the provisions and regulations of the said last-mentioned Act, and the several Acts therein respectively recited or mentioned.

And it is also intended to alter and increase the tonnage and navigation dues granted by the said several recited Acts.

And it is also intended to obtain powers for borrowing money on the credit of the monies arising under all or any of the said three recited Acts and the intended Act, to such amount above the sums authorized by the said Acts to be borrowed as will be limited by the said intended Act.

And notice is also hereby given, that a plan and section will be deposited for public inspection at the

office of the clerk of the peace for the parts of Holland, in the county of Lincoln, at Spalding aforesaid, on or before thirtieth day of November instant; describing the line or situation of the intended works, and the limits of the proposed power of deviation therefrom, and the lands in or through which the works are to be made, together with a book of reference containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands respectively, together with a duplicate of such plan, section, and book of reference; and that on or before the thirty-first day of December next; a copy of the said plan and section and book of reference, or a copy of so much of the said plan and section as relates to each of the said parishes of Spalding, Pinchbeck, Surfleet, and Weston, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of residence.

By order of the said Trustees,  
*Cha. Bonner,*  
Their Clerk.

Spalding, 3rd November, 1845.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the Taunton Gas Light and Coke Company, incorporated by an Act of Parliament, made and passed in the ninth year of the reign of Her present Majesty, intituled, "An Act for better supplying with Gas the town and neighbourhood of Taunton, in the county of Somerset," to raise and apply to the purposes of such Act a sum of money not exceeding in the whole 14,000*l.*, in addition to the several sums of money authorized to be raised or borrowed by such last-mentioned Act, such sum to be raised either by the creation of additional shares in the said company, or by mortgage of the lands, hereditaments, tolls, rates, and duties of the said company, or any of them, or by bonds, or debentures of the said company, or by all or any of such means.

And it is proposed by such intended Act, to authorize, sanction, and confirm the purchase from a certain company, called the Taunton Gas Company, and acting under the licence of and authorized by the trustees appointed for carrying into execution "The Taunton Town and Market Regulation Acts" of the lands, messuages, plant, works, mains, pipes, and apparatus, belonging to the said Taunton Gas Company, and to transfer to the Taunton Gas Light and Coke Company, all the rights, powers, privileges, rates, tolls, and duties, heretofore held, used, exercised, or enjoyed, by the said Taunton Gas Company, and also to enable the Taunton Gas Light and Coke Company to sell and dispose of such lands, messuages, plant, works, mains, pipes, and apparatus, or any of them.

And it is also proposed by such intended Act, to alter, vary, or repeal, extend, or enlarge, all, or any, of the clauses and provisions of the said Act of the ninth year of the reign of Her present Majesty, and of the Taunton Town and Market

No. 20530.

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Regulation Acts, as it may be necessary to alter, vary, or repeal, extend, or enlarge, for all or any of the purposes aforesaid.

*Reeves and Sons,* Taunton,  
Solicitors for the Bill.

**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 or Bills, for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near the Peterborough railway station, in the parish of Fletton, in the county of Huntingdon; and to terminate in the Hamlet of Skirbeck Quarter, in the parish of Skirbeck, in the parts of Holland, in the county of Lincoln, on or in the bed, bank, or shore of the River Witham, or the sides thereof, at or near the turnpike toll gate, known by the name of the Skirbeck Quarter Bar.

And which said railway and works, will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Fletton, in the county of Huntingdon; that part of the parish of Standground which is in the Isle of Ely, in the county of Cambridge; Saint John the Baptist Peterborough, Eastfield, Newark, Newark Ederly, Eye, Newborough, and Borough Fen, in the Liberty of Peterborough, in the county of Northampton; Crowland, Deeping Fen, Little London, Peakill, Cowbit, Spalding, Pinchbeck, Surfleet, Gosberton, Quadring, Bicker, Sutterton, Wigtoft, Algarkirk otherwise Alderchurch, Fosdyke, Fosdyke Fen, Kirton, Swineshead, Brothertoft, Frampton, Wyberton, Skirbeck, Skirbeck Fen, Skirbeck Quarter, Skirbeck Quarter Fen, and Boston, in the parts of Holland, in the county of Lincoln, aforesaid.

And it is intended to apply for powers to make lateral deviations from the line of the proposed work, to the extent, or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently; all such turnpike roads, parish roads, and other highways, streets, rivers, drains, embankments, streams, sewers, canals, navigations, wharfs, railways, or tramroads, within the said parishes, places, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Huntingdon; at his office at Saint Ives, in the said county of Huntingdon; with the clerk of the peace for the county of Northampton, at his office in the town of Northampton; with the clerk of the peace for the liberty of Peterborough, at his office in the city of Peterborough; with the clerk of the peace for the county of Cambridge, at his office in the town of Cambridge; with the clerk of the peace for the

Isle of Ely, at his office in the town of Wisbech, and with the clerk of the peace for the parts of Holland, in the county of Lincoln, at his office at Spalding, in the said county of Lincoln, on or before the thirtieth day of November, 1845; and on or before the thirty-first day of December, 1845, a copy of so much of the said plans and sections as relates to each parish, in or through which the said railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

And it is also proposed in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated, to let on lease, sell, and transfer, the said intended railway and works, or any part of the same, or the tolls thereof, to a company proposed to be incorporated for making a railway from Peterborough to Wisbech, or any other railway company or companies or persons, with whose line the said first described railway and works may unite, and to delegate to the said company for making a railway from Peterborough to Wisbech as aforesaid, or such other company or companies or persons as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills; and to authorize the said company for making a railway from Peterborough to Wisbech as aforesaid, or such other company or companies or persons as aforesaid, out of their corporate or other funds, and either jointly or severally, to take shares in, and subscribe for, or towards, the making, maintaining, working, and using the said first described railway and works, or any part thereof, or to purchase, rent, work, or construct the same, or any part thereof, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And it is further proposed, by the said Bill or Bills, to authorize the union and amalgamation of the company or companies proposed to be incorporated by the said Bill or Bills, with such other company or companies, or any of them, upon such terms and conditions as may be mutually agreed upon, and to authorize the company, to be formed by such union or amalgamation, to use and work the said railway and works, and to take tolls in respect thereof.

Dated this sixth day of November, 1845.

William Norton, }  
George S. Simpson, } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, to commence at or near the Peterborough Railway Station, in the parish of Fletton, in the county of Huntingdon, and to terminate in the town and parish of Wisbech Saint Peter, in the Isle of Ely, in the county of Cambridge, by a junction with the line of the Lynn and Ely Railway as authorized to be made, or by an independent terminus there.

And also to make and maintain an extension of, or a branch railway or tramroad, from and out of the said line of railway, to commence at or near a pasture field in the parish of Wisbech Saint Peter aforesaid, belonging to Ann Wainman, in the occupation of Jesse Walsham and Hugh Walsham, or one of them, and terminating in or by the side of the river Nene, or Wisbech river, at or near a certain pasture field in the parish of Leverington Saint Leonard otherwise Leverington, in the Isle of Ely, in the county of Cambridge, belonging to James Patterson Mead, in the occupation of Richard Curtis, together with such quays, wharfs, landing places, and other works in or on the bed, bank, or shore of the said river, or sides thereof, in the said parish of Leverington Saint Leonard otherwise Leverington, at the terminus of the said branch railway or tramroad there, as may be necessary for the more conveniently using the said railway or tramroad, and to facilitate the shipping and unshipping of passengers, goods, wares, or merchandise passing over or to pass over the said railway or branch railway or tramroad, or any part thereof, and which said railways and works will pass from, in, through, or into, the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Fletton, in the county of Huntingdon, that part of Standground which is in the Isle of Ely, in the county of Cambridge, Saint John the Baptist Peterborough, Eastfield, Newark, Newark Egerly, Newborough, Eye, Eye Green, Northam, and Powder Blue, in the liberty of Peterborough, in the county of Northampton, Thorney, in the Isle of Ely, in the county of Cambridge, Inkerson, Inkerson Fen, and Sutton Saint Edmunds, in the parts of Holland, in the county of Lincoln, Wisbech Murrow otherwise Murrow, Parson Drove, otherwise Leverington Parson Drove, Guyhirn, Tholomas Drove, Leverington Saint Leonard otherwise Leverington, Wisbech Saint Mary and Wisbech Saint Peter, in the said Isle of Ely, in the county of Cambridge; and it is intended to apply for powers to make lateral deviations from the line of the proposed work to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, rivers, drains, embankments, streams, sewers, canals, navigations, wharfs, railways or tramroads within the said parishes, places, townships, and extra-parochial or

other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Huntingdon, at his office at Saint Ives, in the said county of Huntingdon; with the clerk of the peace for the county of Northampton, at his office in the town of Northampton; with the clerk of the peace for the liberty of Peterborough, at his office in the city of Peterborough; with the clerk of the peace for the county of Cambridge, at his office in the town of Cambridge; with the clerk of the peace for the Isle of Ely, at his office in the town of Wisbech; and with the clerk of the peace for the parts of Holland, in the county of Lincoln, at his office at Spalding in the said county of Lincoln, on or before the thirtieth day of November, 1845; and, on or before the thirty-first day of December, 1845, a copy of so much of the said plans and sections as relates to each parish in or through which the said railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

And it is also proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated, to let on lease, sell, and transfer the said intended railways and works, or any part of the same, or the tolls thereof, to a company proposed to be incorporated for making a railway from Peterborough to Spalding and Boston, or any other railway company or companies or persons with whose line the said first described railways and works may unite, and to delegate to the said company for making a railway from Peterborough to Spalding and Boston, or such other company or companies or persons as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said company for making a railway from Peterborough to Spalding and Boston as aforesaid, or such other company or companies or persons as aforesaid, out of their corporate or other funds, and either jointly or severally to take shares in and subscribe for or towards the making, maintaining, working, and using the said first described railways and works, or any part thereof, or to purchase, rent, work, or construct the

same, or any part thereof; and to take tolls and duties upon or in respect thereof; and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills to authorize the union and amalgamation of the company or companies proposed to be incorporated by the said Bill or Bills with such other company or companies, or any of them, upon such terms and conditions as may be mutually agreed upon; and to authorize the company to be formed by such union or amalgamation to use and work the said railways and works, and to take tolls in respect thereof.

Dated this sixth day of November, 1845.

*William Norton,*  
*George S. Simpson,* } Solicitors.

#### York and Carlisle Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper works approaches and conveniences connected therewith respectively, that is to say,

A railway commencing at and by a junction with the line of the Great North of England Railway, at or near the Northallerton station thereof, in the township of Romanby and parish of Northallerton, in the north riding of the county of York, and terminating at and by a junction with the Lancaster and Carlisle Railway, at or near Hackthorpe, in the township of Hackthorpe, and parish of Lowther, in the county of Westmorland; which said intended railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Northallerton, Romanby, Brompton, Lazenby, Danby Wiske, Cowton East, Long Cowton, Catterick, Whitwell otherwise Whitwell-in-the-Whins, Ellerton upon Swale, Bolton-upon-Swale, Richmond, Startforth, Rokeby, Scorton, Brompton-upon-Swale, Easby, Skeeby, Gilling, Kirkby, Kirkby Ravensworth otherwise Kirkby on the Hill, Hartforth, Whashton, Ravensworth, Gales, Dalton, Newsham, Barningham, Scargill, Bowes, Gilmondby, or Gilmonby, and Stainmore, all in the north riding of the county of York; Stainmore, East Stainmore, Brough, Brough under Stainmore, Kirby Stephen, Kirkby Stephen, Winton, Kaber, South Stainmore, Hartley, Noteby, Nateby, Waitby, Whateby or Wateby, Smardale, Soulby, Solby, Crosby Garrett, Crosby on the Hill, Little Musgrave, Little Musgrove, Warcop, Bleatarn, Ormside, Great Ormside, Appleby, Appleby Saint Lawrence, Burels, Scattergate, Hoff, Hoff and Row, Colby, Morland, Bolton, Kings Meaburn, Meaburn, Great Strickland, Lowther, Clifton and Hackthorpe, all in the county of Westmorland.

A railway commencing by a junction with the said intended railway in the township and parish of Crosby Garrett otherwise Crosby on the Hill,

in the county of Westmorland, passing through and into the same township and parish, and terminating by a junction with the intended railway lastly hereinafter described, in the said township and parish.

A railway commencing by a junction or junctions with the said first-mentioned intended railway, at or near Scargill, in the township of Scargill, and parish of Barningham, in the north riding of the county of York, and terminating by a junction with the Bishop Auckland and Weardale Railway, in the townships of Bondgate in Auckland, and Pollard's Lands, or one of both of them, in the parish of Saint Andrews Auckland, in the county of Durham; which said railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Barningham, Bowes, Brignall, Hutton Magnum, Hutton Magna, Ronaldkirk, Startforth, Hartforth, Wicliffe, Scargill, Boldron, Lartington, Startforth, Egglestone or Egglestone Abbey, Rokeby, Thorpe-on-Tees, Wycliffe, Lanehead, Lunehead, Cotherstone, Hunderthwaite, Gillmonby, Gillmondby, Bowes, Mickleton, and Newsham, in the north riding of the county of York; Gainford or Gainsford, Middleton in Teasdale, Staindrop, Cockfield, Barnard Castle, Stainton, Streatlam, Staunton, Stainton-cum-Streatlam, Langleydale, Shotton, Cleatham, Raby and Kaverstone, Staindrop, Marwood, Woodland, Lynesack and Softley, Lynesack-cum-Softley, Evenwood, Evenwood and Barony, Saint Helens Auckland, West Auckland, Auckland, Saint Andrews Auckland, Bishop Auckland, Escomb, Wockerfield, Wakerfield, Walkerfield, Hilton, Pollards lands, Newton Caps, Hamsterley, and Bondgate in Auckland, in the county of Durham.

A railway commencing by a junction with the last-mentioned intended railway in the township of Bondgate in Auckland, in the parish of Saint Andrews Auckland, in the county of Durham, and terminating at or near a field in the occupation of William Joplin, in the township of Bondgate in Auckland, in the said parish of Saint Andrews Auckland; which said railway, and the works connected therewith, will be entirely within the said township of Bondgate in Auckland, and the said parish of Saint Andrews Auckland.

A railway commencing by a junction or junctions with the first-mentioned intended railway, in the township and parish of Crosby Garrett otherwise Crosby-on-the-Hill, in the county of Westmorland, and terminating by a junction with the Lancaster and Carlisle Railway, in the township of Tebay, and parish of Orton, in the said county of Westmorland; which said railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Kirkby Stephen, Crosby Garrett, Crosby-on-the-Hill, Smardale, Wath, Waitby, Whateby, Asby, Little Asby, Brownby, Town-Angle, Ravenstonedale, Newbiggin, Angle of Newbiggin, Musgrave, Little Musgrave, Orton, Langdale, Kelleth, Cote Flat, Cotegill, Raisbeck-

Fells, Raisbeck; Rayne, Bretherdale, Bonderdale, Botherdale, Angle of Botherdale, Redgill, and Tebay, all in the county of Westmorland.

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

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

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said intended undertaking into effect, and to take powers for the purchase of lands or houses by compulsion or agreement for the purposes thereof, and also for the purpose of widening or altering the line of the Hagger Leazes Branch of the Stockton and Darlington Railway hereinafter mentioned, and for levying tolls, rates, and duties in respect of the use of the said railways and works, and to grant certain exemptions from the payment of such tolls, rates, and duties.

And it is further intended by such Act or Acts to enable the company to be thereby incorporated, to purchase and take, either by compulsion or agreement, a certain branch railway, belonging to the Stockton and Darlington Railway Company, known as the Hagger Leazes Branch, and all the estate, right, title, and interest of the said Stockton and Darlington Railway Company, in and to the same, and in and to the lands, works, and conveniences connected therewith, or otherwise to take the said branch railway, lands, works, and conveniences, upon lease for a term of years, or in perpetuity; and to levy tolls, rates, and duties in respect thereof, and to grant exemptions from the payment of such tolls, rates, and duties; and to alter, vary, or extinguish all existing rights and privileges relating to the said branch railway, lands, works, and conveniences, or any of them; and to alter the levels of the said branch railway, and to widen the same; and to enable the said Stockton and Darlington Railway Company, to sell and dispose of the same, or to grant such lease as aforesaid, and to enter into all necessary agreements in relation thereto, or to the use and occupation of the said branch railway, lands, works, and conveniences; which said branch railway, lands, works, and conveniences, pass from, in, through, or into or are situate within the several parishes, townships, and extra-parochial or other places of Cockfield, Stainton, Streatlam, Langleydale, Raby and Keverstone, Marwood, Lynesack and Softley, or Lynesack cum Softley, Evenwood, Evenwood Barony, Saint Helen's Auckland, West Auckland, Hamsterley, and Saint Andrew's

Auckland, all in the county of Durham; and for such purposes it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the Stockton and Darlington Railway, passed respectively in the first and second, the fourth, the fifth, and the ninth years of the reign of His Majesty King George the Fourth.

And notice is hereby further given, that maps or plans and sections of the said intended railway, branch railways, and works, and plans and sections shewing the proposed alteration in the line and levels of the said Hagger Leazes Branch of the Stockton and Darlington Railway, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans respectively, containing the names of the reputed owners, lessees, and occupiers of such lands will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Durham, at his office in Durham; with the clerk of the peace for the north riding of the county of York, at his office in Northallerton; and with the clerk of the peace for the county of Westmorland, at his office in Appleby; and that a copy of so much of the said maps or plans, sections and books of reference, as relates to each of the parishes in or through which the said railways and works are intended to be made or altered, will be deposited on or before the thirty-first day of December, in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this seventh day of November, 1845.

*Mallaby, Townsend, and Newall,*

Solicitors for the Bill,  
Birkenhead.

Shropshire Union Railway and Canal Company;  
Shrewsbury and Stafford.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act or Acts to authorize the construction and maintenance of the following railways, or some of them, or some part or parts thereof, with proper works, approaches, and conveniences connected therewith, viz., a railway commencing at or near the Shrewsbury canal wharf, in the parish of Saint Mary, in the borough of Shrewsbury, in the county of Salop, and terminating by a junction with the Grand Junction Railway, at or near the Stafford station of such railway, in the townships of Forebridge and Rickerscote, or one of them, in the parish of Castlechurch, in the county of Stafford, which said intended railway and works will pass from, in, through, or into, or will be situate within the several parishes, townships, extra-parochial, and other places, or some of them, following, that is to say, Holy Cross and Saint Giles, Holy Cross and Saint Giles, the Abbey Foregate, Saint Mary Shrewsbury, Castle Ward within, Castle Ward without, Castle Foregate, Saint Alkmond, Saint Julian, Coleham, Stone Ward without, Stone Ward within, Preston, Preston Boats, Haughmond Demesne, Upton Magna, Upton,

Downton, Atcham, Saint Chad, Betton and Alkmere, Longner, Attingham, Berwick, Berwick Maviston, Duncot, Uckington, Rodington, Sugden, Wroxeter, Norton, Wroxeter, Charlton, Allscott, Leaton, Admaston, Long Lane, Rushmoor, Burcott, Bratton, Oaken Gates, Rodington, Atcham, Withington, Uppington, Uffington, Wellington, Dawley, Dawley Magna, Dawley Parva, Walcott, Lawley, Arleston, Dothill Demesne, Dothill, Aston, Watling-street Demesne, Watling-street, Ketley, Wombridge, Hadley, Leegomery and Wappenshall with Apley Demesne, Apley Demesne, Leegomery, Trench Lane, Trench, Wappenshall, Eyton, Eyton-upon-the-Wild-Moors, Bratton, Allscott, Admaston, Leaton Burcot and Cluddley, Horton Wood, Horton, Wellington, Wellington, Preston-upon-the-Wild-Moors, Wrockwardine Wood, Wrockwardine, Wrockwardine Bank, Little Aston, Field Aston, Hoo Hall, Hoo, Preston, Kinnersley, Honington, Donington, Donington Wood, Muxton, Lilleshall, Chetwynd, BATTERY, Church Aston, Chetwynd Aston, Edgmond, Edgmond, Newport, Norbrooms, Newport Marsh, Longford, Cheswell, Brockton, Leasows, Brockton, Stockton, Sheriffhales, and Woodcote, all in the county of Salop; Norbury, Sheriffhales, Sutton and Warton, Warton, Sutton, Meer and Forton, Forton, Woodcote, the Guild, the Guild of Monks, Lindore, Broadhill, Meertown, Meer, Aqualate, Forton, Chatwall, Outwoods, Bromstead, Little Chatwell, Chatwell Magna, Great Chatwell, Chatwell, Walton Grange, Wilbrighton, Wilberton, Moreton and Great Chatwell, Moreton, Knightley, Belfcote, Coton End, Coton, Cowley and Coton, Cowley, Gnosall Heath, Plardiwick and Little Onn, Plardiwick and High Onn, Plardiwick, Gnosall, Cowley, Apeton and Allston, Audmore, Aldmore, Aldmoor, Gnosall and Bradley, Gnosall, Ellenhall, Little Onn and Plardiwick, High Onn and Plardiwick, Cowley and Plardiwick, Wood Eaton, Marston, Little Onn, High Onn, Church Eaton, Haughton, Ranton Monastery, Ranton, Bradley, Wollaston and Shredicote, Shredicote, Wollaston, Billington and Littywood, Billington cum Littywood, Billington, Alston, Brough and Rule, Rule, Brough Hall, Brough, Allstone, Alstone, Apeton and Barton, Barton, Apeton, Bradley, Derington, Coton Clanford, Coton, Aston and Doxey, Doxey, Aston, Little Bridgeford, Great Bridgeford, Seighford, High Lea, Burton and Rickerscote, Burton, Rickerscote, Forebridge and Castle Church, all in the county of Stafford. Also a railway diverging out of the said first-mentioned intended railway, in the township and parish of Holy Cross and Saint Giles, in the borough of Shrewsbury, near the road leading from the Abbey Foregate to the Race Course, and terminating at the Abbey Foregate aforesaid, near the English Bridge, which said last-mentioned intended railway and works will pass from, in, through, or into, or will be situate within the parish, township, and place of Holy Cross and Saint Giles and the Abbey Foregate, or one of them, in the borough of Shrewsbury, in the county of Salop. Also another railway diverging out of the said first-mentioned railway, at or near Plardiwick, in the township of Plardiwick, in the parish of Gnosall, in the county of Stafford, and

terminating by a junction with the proposed North Staffordshire Railway, at or near Stone, in the parish of Stone, in the county of Stafford, and which said intended railway and works will pass from, in, through, or into, or will be situate within the several parishes, townships, extra-parochial and other places, or some of them following, that is to say, Gnosall, Cowley, Plaridwick, Coton End, Coton, Cowley and Coton, Gnosall Heath, Plaridwick and Little Onn, Plaridwick and High Onn, Audmore, Aldmore, Aldmoor, Gnosall and Bradley, Ellenhall, Little Onn and Plaridwick, High Onn and Plaridwick, Cowley and Plaridwick, Norbury, Oulton, Knightley, Weston Jones, Ranton, Ranton Abbey, Ranton and Coton, Brough, Brough Hall, Hextells, Brough Hall, Long Compton, Park Nook, Woodside, Alston, Ranton Monastery, Dawley Common, Doley Common, Hollies, Oncote, Oncott, Whitley, Whitley Heath, Seighford, Great Bridgeford, Little Bridgeford, Bridgeford Township, Aston, Doxey, Aston and Doxey, Coton, Coton Clanford, Derrington, Eccleshall, Horseley, Croxton, Sugnall Magna, Sugnall Parva, Podmore, Bromley, Broughton, Slindon, Three Farms, Mill Meece, Cold Meece, Cotes, Aspley, Walton, Wooton, Chatcill, Chatcull, Pershall, Charnes, Chebsey, Shallowford, Hilcote, Hill Chorlton, Chapel Chorlton, Chorlton, Chorlton Hill, Bridgeford, Worston, Sandon, Darlaston Wood, Darlaston Green, Darlaston, Whitgreave, Standon, Meaford, Swinnerton, Yarnfield, Stoke, Burston, Aston, Little Aston, Great Aston, Aston Burston and Stoke, Great Aston, Burston and Stoke, Chebsey, Norton, Cold Norton, Norton Farms, Norton Bridge, Walton, Beech, Kibblestone, Hilderstone, Meaford, Little Meaford, Meaford and Oulton, and Stone, all in the county of Stafford.

Also another railway, to connect the last-mentioned intended railway with the Grand Junction Railway, diverging out of the said last-mentioned intended railway, in the township of Chebsey, in the parish of Chebsey, in the county of Stafford, and terminating by a junction with the said Grand Junction Railway, at or near the Police Station, in the township of Shallowford, in the parish of Chebsey, in the same county, and which said last-mentioned intended railway, and works, connected therewith, will pass from, in, through, or into, or will be situate within the several parishes, townships, extra-parochial and other places, or some of them following, that is to say, Chebsey and Shallowford, both in the county of Stafford.

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

And it is also intended, by such Act or Acts, to enable the United Company of Proprietors of the Ellesmere and Chester Canal, in conjunction with other persons to be incorporated with them, to carry

into effect the said intended undertaking, or any part thereof, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further proposed, by the said intended Act or Acts, to enable the company, who may be thereby authorized to carry the said intended undertaking, or any part thereof, into effect, to purchase or take on lease the canal, known as the Shrewsbury Canal Navigation, or some part or parts thereof, together with all or any of the lands, buildings, rights, and powers, of the Shrewsbury Canal Navigation Company, and of other persons or corporations, if any, interested therein; and to enable the said last-mentioned company, and such persons or corporations, to sell or let and to transfer the same, and to dissolve the said last-mentioned company, and to incorporate and unite the proprietors therein, or some of them, with the company who may be so authorized to carry the said intended undertaking, or any part thereof, into effect.

And it is further proposed by such intended Act or Acts, to authorize the appropriation of all or any part of the canal, cuts, works, lands, and buildings of the Company of Proprietors of the Shrewsbury Canal Navigation, which may be situate in the line of the said intended railways, or any or either of them, or any part or parts thereof, to the purposes of the said intended railways, or any or either of them, or any part or parts thereof; and to authorize the disuse of the said canal, and the conversion thereof, or of any part or parts thereof, into such intended railways, or either of them, and the sale of such parts of the said canal, cuts, works, and buildings as shall not be required for the purposes of such intended railways, or either of them, and to vary or extinguish all rights and privileges whatsoever connected with the said canal or the use thereof, which would impede or interfere with the objects aforesaid.

And it is further intended by such Act or Acts, or by some other Act to be applied for in the next session of Parliament, to authorize an increase of the capital of the said United Company of Proprietors of the Ellesmere and Chester Canal, and the admission and incorporation of new subscribers in the said company for the objects aforesaid, and to amend, enlarge, and repeal all or some of the powers and provisions of the several Acts relating to the Ellesmere and Chester Canal, passed respectively in the eighth year of the reign of His late Majesty King George the Fourth; in the eleventh year of the reign of His said Majesty King George the Fourth; in the first year of the reign of Her present Majesty Queen Victoria; in the fifth year of the reign of Her said present

Majesty; and in the eighth year of the reign of Her said present Majesty Queen Victoria; and also all or some of the provisions of the Act relating to the said Shrewsbury Canal Navigation Company, passed in the thirty-third year of the reign of His late Majesty King George the Third, and to vary or extinguish all rights or privileges, if any, claimed under the said Acts, or any of them, which would impede or interfere with the objects aforesaid.

And it is further intended by such Act or Acts to alter, vary, extinguish, or repeal the tolls, rates, and duties authorized by the said last recited Act to be taken on the said Shrewsbury Canal Navigation, and to enable the company who may be authorized to carry the said intended undertaking, or any part thereof, into effect as aforesaid, to use and work the said canal, and to levy tolls, rates, and duties in respect thereof.

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

Dated this third day of November, 1845.

*Parker, Hayes, Barnwell, and Twisden,*  
London.

*Potts and Brown,*  
Chester.

*Slater and Heels,*  
Manchester.

*James Wheeler,*  
Manchester.

*Lowdale and Peels,*  
Shrewsbury.

*Henry Heane,*  
Newport, Salop.

**N**OTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof,

together with all proper works approaches and conveniences connected therewith respectively, all in the county of Durham, that is to say: A railway commencing on the west side of the new turnpike road, leading from Durham to Newcastle, in the township of Framwellgate, in the Chapelry of Saint Margaret and parish of Saint Oswald, and terminating at or near the east angle of Sunderland barracks, on the Town Moor, in the parish of Sunderland near the Sea, there to communicate with certain proposed new docks, intended to be constructed at or near Sunderland aforesaid, if the same should be sanctioned by Parliament; which said intended railway and the works connected therewith will pass, from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Saint Margaret, Saint Oswald, Houghton-le-Spring, Chester-le-Street, Bishop Wearmouth, Sunderland near the Sea, Framwell Gate, Coken, Great Lumley, Little Lumley, Moor House, Morton Grange, Pittington otherwise Pittington Hall-Garth, otherwise Hallgarth, Bourn Moor, Lambton, South Bid-dick, Newbottle, Painshaw, Offerton, West Herrington, East and Middle Herrington, East Rainton, West Rainton, Ford, Silksworth, and Tunstall.

A branch railway from the said intended railway to or near to a certain street or road called Back Lane or otherwise Borough Road, all in the township and parish of Bishopwearmouth.

A branch railway from the said first-mentioned intended railway to the Hetton staiths, with a further branch from such intended branch to the Lambton staiths, all in the township of Bishopwearmouth and Tunstall, or one of them, in the parish of Bishopwearmouth, and to purchase and hold the said Hetton staiths.

A railway commencing by a junction with the said first-mentioned intended railway, in the township of West Herrington, and parish of Houghton-le-Spring, and terminating by a junction with the Hartlepool Railway, in the township of Haswell, and parish of Easington; which said last-mentioned intended railway and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following; or some of them, that is to say, West Herrington, Newbottle, Houghton-le-Spring, Hetton-le-Hole, East Murton, Great Eppleton, Little Eppleton, Haswell, Easington, Pittington otherwise Pittington Hall-Garth otherwise Hallgarth, East Rainton, West Rainton, Warden Law, and Morton Grange.

A branch railway commencing by a junction with the said last-mentioned intended railway, in the township and parish of Houghton-le-Spring, and terminating by a junction with the Newcastle and Darlington Junction Railway, in the township of Painshaw, and parish of Houghton-le-Spring; which said last-mentioned intended railway, and the works connected there-

with, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Newbottle, West Herrington, Painslaw, Houghton-le-Spring, South Biddick, Morton Grange, and Lambton.

And it is also intended by such Act or Acts to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, and highways, railways, tramways, aqueducts, canals, streams and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said intended works or any of them, and also to alter the levels or rate of inclination of a certain railway or tramroad, in the occupation of the Honourable Charles Grey, and John George Brabazon Ponsonby commonly called Lord Viscount Duncannon, the trustees under the last will and testament of Louisa Elizabeth Countess of Durham, and belonging to the Most Noble the Marquis of Londonderry or the trustees under his marriage settlement, in the townships of Painslaw and South Biddick, or one of them, in the parish of Houghton-le-Spring, to the extent that will be defined upon the plans and sections to be deposited as hereinafter mentioned.

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

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such rates and duties.

And notice is hereby further given, that maps or plans and sections of the said intended railway, branch railways, and the works connected therewith, and also so much of the said private railway hereinbefore mentioned which it is intended to alter as aforesaid, and of the lands proposed to be taken for the purposes thereof, respectively, together with books of reference to such respective plans, containing the names of the reputed owners, lessees and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Durham, at his office in Durham; and that a copy of so much of the said respective maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended works will

pass, or be situated, or be made, will be deposited on or before the thirty-first day of December, in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this fifth day of November, 1845.

*Burrell and Shafto,*  
*A. J., and Wm. Moore,* } Solicitors.

#### Bewdley Gas.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for lighting with gas the borough of Bewdley, in the parish of Ribbesford, in the county of Worcester, and the adjacent hamlet of Wribbenhall, in the foreign of the parish of Kidderminster, in the same county, or parts of the same borough and hamlet, and for the incorporation of "The Bewdley Gas light and Coke Company," with powers of levying rates or rents for the supply of such gas, and such other powers as may be necessary for fully carrying into effect the purposes aforesaid.

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

Dated this sixth day of November, 1845.

*Nicholas and Pardoe,* Solicitors,  
Bewdley.

#### Harrogate Gas Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for lighting with gas the townships of Bilton with Harrogate and Pannal, and such parts of the townships of Knaresborough and Scriven with Tentergate as are adjacent thereto, or intermixed therewith, in the several parishes of Knaresborough and Pannal, in the West Riding of the county of York; and to incorporate a company for the purpose aforesaid, with power to levy rates or rents for the supply of such gas.

Dated the third of November, 1845.

*Samuel Powell, Junior,* } Harrogate,  
*Thomas Robinson,* }  
Solicitors.

*Bulmer and Durnford,*  
Parliamentary Agents,  
44, Parliament Street.

Liverpool, Ormskirk, and Preston Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and maintaining the railway or railways hereinafter mentioned, or some of them, or some part or parts thereof, with all proper stations, erections, works, communications, approaches, and conveniences connected therewith respectively (that is to say); a railway to commence by a junction with the line of the Liverpool and Bury Railway, near the Liverpool and Preston turnpike road, in the township and parish of Walton-on-the-Hill, in the county of Lancaster, and to terminate by a junction with the Lancaster and Preston Junction Railway, at or near the terminus thereof, in the town and borough of Preston, in the township and parish of Preston, in the said county; which said railway and the works connected therewith will pass from, in, through, or into, and be situate within the several parishes, townships, and extra parochial or other places following, or some of them, that is to say, township and parish of Walton-on-the-Hill, Orrell, Orrell and Ford, Aintree, Netherton, Fazakerley, township and parish of Sefton, Melling, Cuncscough, Melling-cum-Cuncscough, Lydiate, Maghull, Halsall, township and parish of Aughton, Bickerstaffe, Burscough, Lathom, township and parish of Ormskirk, township and parish of Rufford, Glebe, township and parish of Croston, Bretherton, Ulnes-walton, Mawdesley, Much Hoole, Little Hoole, Hoole, township and parish of Leyland, Longton, Farington, Hutton, Howick, township and parish of Penwortham, and the township and parish of Preston, all in the said county of Lancaster; or otherwise to commence by a junction with the line of the said Liverpool and Bury Railway, on the east side of the Leeds and Liverpool Canal, in the township of Kirkby, in the said parish of Walton-on-the-Hill, thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Kirkby, Simonswood, Walton-on-the-Hill, Melling, Cuncscough, Melling-cum-Cuncscough, Maghull, Halsall, township and parish of Aughton, Bickerstaffe, township and parish of Ormskirk, and to fall into and form a junction with the main line of the intended railway firstly hereinbefore described, in the township and parish of Ormskirk, such line lastly hereinbefore described being intended to be in substitution for so much of the said firstly hereinbefore described line, as lies between the junction thereof with the Liverpool and Bury Railway, in the township and parish of Walton-on-the-Hill, and the said point of junction in the said township and parish of Ormskirk.

A railway to connect the said firstly described railway with the North Union Railway, and to commence by a junction with the said firstly hereinbefore described railway, in the township of Longton, in the parish of Penwortham, and to terminate by a junction with the said North Union Railway, in the township and parish of Penwortham; which said railway, and the works connected therewith, will pass from, in, through, or

into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Longton, Hutton, Farington, and township and parish of Penwortham, all in the said county of Lancaster.

A railway to connect the said firstly described railway with the Blackburn and Preston Railway, and to commence by a junction with the said firstly hereinbefore described railway, in the said township of Longton, and to terminate by a junction with the said Blackburn and Preston Railway, in the township of Walton-le-Dale, in the parish of Blackburn, which said railway, and the works connected therewith, will pass from, in, through, or into, and be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Longton, Farington, township and parish of Penwortham, Walton-le-Dale and Blackburn, all in the said county of Lancaster.

A railway or branch railway, to commence by a junction with the line of railway firstly hereinbefore described, at or near to Lydiate-lane, near the town of Ormskirk, in the township and parish of Ormskirk, and to terminate at or near the junction of Chapel-street and Hoghton-street with London-street, in the town of Southport, in the township of North Meols, in the parish of North Meols, which said railway or branch railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, township and parish of Ormskirk, Burscough, Scarisbrick, Snape, Southport, township and parish of Halsall, and township and parish of North Meols, all in the said county of Lancaster.

A railway or branch railway to commence by a junction with the line of railway hereinbefore firstly described, at or near Lydiate-lane aforesaid, near the town of Ormskirk, in the said township and parish of Ormskirk, and to terminate by a junction with the line of the Ormskirk branch of the said Liverpool and Bury Railway, near to Blague-gate Collieries, in the township of Lathom, in the said parish of Ormskirk, or by a distinct terminus there; which said last-mentioned railway or branch railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say), township and parish of Ormskirk, Burscough, Lathom, and Skelmersdale, all in the said county of Lancaster.

A railway or branch railway, to commence by a junction with the line of the said Liverpool and Bury Railway, in the township of Kirkdale, in the said parish of Walton-on-the-Hill, and to terminate near the junction of Walter-street and Regent-road, in the town and borough of Liverpool, in the township and parish of Liverpool, in the said county of Lancaster, which said last-mentioned railway or branch railway, and works connected therewith

will pass from, in, through, and into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, (that is to say), Kirkdale, Walton-on-the-Hill, and the township and parish of Liverpool, all in the said county of Lancaster.

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

And notice is hereby further given, that plans and sections of the said intended railways and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Lancaster, at his office in Preston aforesaid, on or before the thirtieth day of November instant; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes from, in, through, or into which the said intended railways and works, or any of them, are intended to be made, will be deposited for public inspection with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby further given, that it is intended, by the said Act or Acts, to incorporate a company for the purpose of making, maintaining, working, and using the said railways and works, and for conveying passengers and goods on the said railways, and on other railways communicating therewith, and for other purposes; and to obtain powers for the compulsory purchase of lands and houses, and to levy tolls, rates, or duties upon or in respect of the said proposed railways and works, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes thereof, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is further intended, by the said Act or Acts, to enable the said company to be incorporated as aforesaid to sell, dispose of, and absolutely make over the railways, branch railways, and works to be thereby authorized, or any of them, or any part thereof, to the Blackburn and Preston Railway Company, and the East Lancashire Railway company, or to the one or other of them, and to enable the last-named companies, both or either of them, to purchase or rent the same, and to exercise all the rights, powers, and privileges to be conferred by the said Act or Acts in connection therewith; and to enable the said companies respectively to enter into such arrangements in reference thereto as to the said companies may seem beneficial and expedient.

And it is also proposed, by the said intended Act or Acts, to authorize and empower the union and consolidation into one undertaking of the railways and works to be thereby authorized, and the company to be thereby incorporated, with the Blackburn and Preston Railway and the company thereof, and the East Lancashire Railway and the company thereof, or with the one or other of the said undertakings and companies, and for vesting in one company the railways, branch railways, and works, and the capital, stock, shares, property, estate, and effects, and all the rights, powers, and privileges now or hereafter to be vested in the same companies (or such of them as shall be amalgamated as aforesaid); and for enabling such consolidated company to exercise and enjoy such rights, powers, and privileges as aforesaid; and for the purposes aforesaid it is intended to alter, amend, extend, and enlarge the powers and provisions of two several Acts of Parliament relating to the Blackburn and Preston Railway, made and passed respectively in the seventh and eighth and eighth and ninth years of the reign of Her present Majesty, and also to alter, amend, extend, and enlarge the powers and provisions of three several Acts of Parliament relating to the East Lancashire Railway, made and passed respectively in the seventh and eighth and eighth and ninth years of the reign of Her said Majesty.

And it is also proposed, by the said intended Act or Acts, to empower the company to be thereby incorporated to contribute towards the construction of so much of the line of the Liverpool and Bury Railway, as lies between the point or points of junction of the said intended railway with the said Liverpool and Bury Railway, in the said townships of Walton-on-the-Hill and Kirkby, or one of them, and the terminus of the Liverpool and Bury Railway in Liverpool, and likewise of the station or stations in the town of Liverpool of the said company, and to enter into all necessary agreements with reference to the maintenance, use, and occupation thereof respectively; and, by the said Act or Acts, it is intended to carry into effect and confirm an agreement entered into between the promoters of the Liverpool and Bury Railway, and of the said intended railway, previous to the passing of "The Liverpool and Bury Railway Act, 1845," and therein referred unto and recognized, in relation to the line of the Liverpool and Bury Railway, approaching the town of Liverpool and the station at Liverpool; and, by the said Act or Acts, it is proposed to empower the company to be incorporated as aforesaid, and the Liverpool and Bury Railway Company, to enter into mutual agreements for or in reference to the construction, maintenance, regulation, use, and occupation of the line of railway, station or stations, and works intended to be constructed, maintained, regulated, used, and occupied as aforesaid, and for the purposes aforesaid to alter, amend, extend, and enlarge the powers and provisions of "The Liverpool and Bury Railway Act, 1845," and the several Acts of Parliament therein recited and incorporated.

And it is further proposed, by the said intended Acts or Acts, to alter or vary the tolls, rates, and duties now payable for or in respect of the use of the North Union Railway, and to grant certain exemptions from the payment of such tolls, rates, and duties, and to enable the North Union Railway Company and the said intended company, to enter into mutual arrangements with respect to the use by the said intended company of the stations of the said North Union Railway, and with respect to the traffic passing upon or along the said North Union Railway and the said intended railways; and for the purposes aforesaid it is intended to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to the North Union Railway passed respectively in the fourth year of the reign of King William the Fourth, and in the third, and in the seventh, and in the eighth and ninth years of the reign of Her present Majesty.—Dated this fifth day of November 1845.

*Lloyd and Wain*, Liverpool,  
*Neville and Ainsworth*, Blackburn, } Solicitors.  
*T. A. and J. Grundy*, Bury, }

#### Surrey Grand Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway, with all necessary and proper works and conveniences connected therewith, to commence at or near a junction with the railway belonging to the London and Brighton Railway Company, and the South Eastern Railway Company, or one of them, at or near to a bridge over the said railway, near to the Windmill public-house, and the station of the said companies, situate at Croydon, in the parish of Croydon, and county of Surrey, and will pass through the several parishes, hamlets, chapelries, extra-parochial, and other places following, that is to say; Croydon, Norwood, Streatham, Mitcham, Lower Tooting otherwise Tooting Graveney, Wandsworth, Clapham, and Battersea, all being in the said county of Surrey; the bed and shore of the river Thames, in the counties of Surrey and Middlesex, or one of them; and will also pass through the several parishes, hamlets, chapelries, extra-parochial, and other places following, that is to say; Fulham, Hammersmith, Chelsea, Saint Luke's Chelsea, Brompton, and Kensington, all being in the county of Middlesex, and terminating at a junction with the Birmingham, Great Western, and Thames Junction Railway otherwise the West London Railway, at the back of Kensington-crescent, and on the south side of Hammersmith-road, in the said parish of Kensington, in the county of Middlesex.

And also to construct diverging branches in the parish of Battersea, to connect the said railway with the South Western Railway, at or near Latchmoor-common, Falcon-lane, and the Wandsworth-road, all in the said parish of Battersea, in the county of Surrey.

And also to make, erect, and maintain a bridge across the river Thames, from a point at or near Green-lane, in the parish of Battersea aforesaid, in the county of Surrey aforesaid, to a part of the opposite shore, abutting on the town meadows, near to the Kensington canal, in the parish of Fulham aforesaid, in the county of Middlesex aforesaid; and also for making and maintaining suitable and convenient landing places, and other works in connexion therewith, together with approaches thereto, and to the said intended railway, with buildings and other improvements; which said bridge, approaches, piers, landing places, works, buildings, and improvements, are intended to be made within the several parishes, or some of them hereinafter mentioned, that is to say; in the parish of Battersea aforesaid, in the county of Surrey, and the parish of Fulham aforesaid, in the county of Middlesex.

And also that it is proposed by the said Act, to incorporate a company for the purpose of making and maintaining the said intended railway and bridge, with powers for the compulsory purchase of lands, houses, tenements, and hereditaments required for that purpose, and to levy tolls, rates, or duties upon or in respect of the said intended railway and bridge, or either of them, or works connected therewith; and also with power to lease or sell the said intended railway or bridge, or either of them, and to confer other rights and privileges.

And also that it is proposed to apply for power in the said Act, to deviate in the construction of such railway and bridge, or either of them, or works and buildings connected with them, or either of them, from the line or situation thereof, as laid down in the plans to be deposited, as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up, alter, vary, or divert such highways, turnpike and other roads, railways, passages, rivers, streams, brooks, and watercourses, within the parishes and places herebefore mentioned, as it may be necessary to stop up, alter, vary, or divert for the purposes of constructing the said railway and bridge, or either of them, and maintaining the same, or either of them, and the works connected therewith respectively.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and bridge, and works connected therewith, and the lands and hereditaments proposed to be taken for the purposes thereof, together with books of reference containing the names of the reputed owners, lessees, and occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November next, with the Clerk of the Peace for the county of Surrey, at his office, No. 1, North-street, in the parish of Saint Mary, Lambeth, in the said county of Surrey; and with the Clerk of the Peace for the county of

Middlesex, at his office, at the Sessions-house, Clerkenwell, in the said last-mentioned county; and also with the clerks of the several parishes aforesaid, at their respective residences, on or before the thirty-first day of December 1845.—

Dated this first day of November 1845.

*John Foster*, 66, Jermyn-street, St. James's,  
Solicitor to the Company.

**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 or Bills to alter, amend, and enlarge some of the powers and provisions of the several Acts passed respectively, in the fifth, and in the sixth and seventh years of the reign of His late Majesty, King William the Fourth, and in the first, second, and in the sessions held in the third and fourth, sixth and seventh, seventh and eighth, and eighth and ninth years of the reign of Her present Majesty relating to the London and Croydon Railway; and of an Act passed in the session of Parliament, held in the said seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway, and to enable the London and Croydon Railway Company to make and maintain a railway, with all proper works and conveniences connected therewith, commencing at or near the New Cross Station of the London and Croydon Railway, in the parish of Saint Paul, Deptford, in the county of Surrey, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places, or some of them, of Saint Paul, Deptford, and Saint Mary, Rotherhithe, in the said county of Surrey, and Saint Paul, Deptford, in the county of Kent; and terminating at or near the Dock called or known as Dudman's or Gordon's, or as the Grove, or the Wet Dock, in the said parish of Saint Paul, Deptford; and also by another terminus, at or in Her Majesty's Victualling Dock Yard, in the said parish of Saint Paul, Deptford; and in the said Bill or Bills, power will be applied for to improve, alter, and enlarge the said Dock, and the wharfs, quays, and works connected therewith, and to construct a new and improved dock or docks, basin or basins, with entrances from the river Thames, and with all necessary piers, quays, wharfs, warehouses, and other conveniences connected therewith, which said several docks, quays, piers, basins, and other works, are, or will be situate, in the said parish of Saint Paul, Deptford.

And in the said Bill, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined; and to vary, or alter, all such turnpike roads, aqueducts, canals, navigations and railways within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary to vary or alter for the purposes of such railway.

And notice is hereby given, that it is intended to apply for power to levy tolls, rates, or duties, for the use of the said railway, docks, and other works, and to grant certain exemptions from such tolls, rates, or duties. And also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans, or which may be necessary for effecting any of the purposes aforesaid.

And also for power to vary and extinguish all rights and privileges, which may, in any manner, interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that duplicate plans and sections describing the line and levels of the said intended railway, dock, and other works, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property intended to be taken, will be deposited, on or before the thirtieth day of November instant, at the respective offices of the Clerks of the Peace for the county of Surrey, at Lambeth, and for the county of Kent, at Maidstone; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes aforesaid, in or through which the said railway will pass, or the said docks and other works aforesaid be situate, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish.

Dated this fourth day of November 1845.

*Burchell, Kilgour, and Parson*, 47, Parliament-street.

Launceston and South Devon Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works and conveniences connected therewith, commencing near the Abbey Bridge, in the parish of Tavistock, in the county of Devon, there to form a junction with a proposed branch railway from the South Devon Railway to Tavistock, and terminating near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall; which said intended railway and the works connected therewith will pass from in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Tavistock, Whitchurch, Petertavy, Marytavy, Brentor, Lamerton, Wills-worthy, Lydford otherwise Lidford, Bridestowe, Coryton, Milton Abbott, Marystow, Lewtrenchard, Stowford, Lifton, Kelly, and Bradstone, in the said county of Devon; and Lawhitton, Lezant, Saint Mary Magdalene, and Saint Thomas Street

otherwise Saint Thomas Hamlet, Saint Stephen's by Launceston, and Saint Thomas the Apostle, in the said county of Cornwall: And power is intended to be taken by the said Act or Acts to stop up, alter, or divert all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other parishes, or any of them, which it may be necessary to stop up, alter, or divert for the purposes of the said intended railway and works: And it is proposed by the said intended Act or Acts to incorporate a company for carrying into effect the said undertaking, and to take powers for the purchase of lands and buildings by compulsion or agreement for the purposes thereof; and for levying tolls, rates, and duties in respect of the use of the said railway and works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet: And it is also intended to vary or extinguish all existing rights or privileges connected with the lands proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway and works, and to confer other rights and privileges: And it is further proposed by the said intended Act or Acts to enable the company thereby to be incorporated to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of the said company in connection therewith or in relation thereto, to the South Devon Railway Company, or to any company which may be incorporated under the respective styles or titles of the "North Devon Railway Company," or the "Cornwall Railway Company," or to any company which may be authorized to purchase or rent the said South Devon Railway, or the said intended North Devon Railway, or the Cornwall Railway, or any or either of them, and to enable the said South Devon Railway Company, and the said companies, to be incorporated under the title of the "North Devon Railway Company," and the "Cornwall Railway Company" respectively, or any such other company as aforesaid, to purchase, or rent, or construct the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to subscribe or contribute funds towards the construction, maintenance, and use of the said intended railway and works, or any part thereof, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said several companies respectively, or any of them.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of the said lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said county of Devon, at his office at the Castle of Exeter; and with the Clerk of the Peace for the said county of Cornwall, at his office in St. Austell;

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 will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.—Dated November 4th, 1845.

*Whiteford, Bennett, and Tucker,*  
Plymouth,  
*Gurney and Lethbridge Cow-*  
*lard, Launceston,* } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills, an Act or Acts, to authorize the making and maintaining of a railway, with all proper works and conveniences connected therewith, from the city of Norwich to the town of East Dereham, in the county of Norfolk, with a branch railway therefrom to the town of Fakenham, in the same county, and also a branch railway therefrom, to form a junction at the terminus of the proposed extension of the Ipswich and Bury Saint Edmunds Railway, at the Victoria Gardens, in the said city of Norwich, and another branch railway therefrom to form a junction at the present terminus of the Norwich and Yarmouth Railway, in the hamlet of Thorpe, in the county of the said city of Norwich, the main line of which said intended railway will commence at a certain yard and premises reputed to belong to, and in the occupation of, Mr. Richard Bullard, situate in the south side of and immediately adjoining a certain bridge over the river Wensum, in the said city of Norwich, commonly called or known by the name of Saint Miles Bridge, terminating at or near a certain pasture field, situate in the parish of East Dereham, reputed to belong to the Honourable the Commissioners of Woods, Forests, and Land Revenues, or the Reverend William Wollaston, in the occupation of John George and John Martin, or one of them, on the south side of and abutting on the turnpike-road leading from the said city of Norwich to East Dereham aforesaid, and which said intended branch railway to Fakenham aforesaid, will diverge from the main line of the said intended railway in the parish of Elsing, in the said county of Norfolk, in certain arable and pasture lands, there reputed to belong to Edward Lombe, Esq., bounded by the said river Wensum and Elsing Mills towards the north, by a public road leading from the said Mills to East Dereham aforesaid, towards the east and south, and by certain farm premises reputed to belong to the said Edward Lombe, and in the occupation of Esther Miles widow, in part, by a drift-way leading from the said public road to the said farm premises, in other part, and by land, commonly called or known by the name of the 'Bog otherwise Green Common,' in remaining part towards the west, and will terminate at or near a certain pasture field in the parish of Fakenham aforesaid, reputed to belong to, and in the occupation of, Mr. Joseph Foyson, abutting upon a public road or highway leading from East Dere-

ham to Fakenham aforesaid, near certain mills in the occupation of the said Joseph Foyson: And which branch railway to form a junction with the proposed extension of the Ipswich and Bury Saint Edmunds Railway, will diverge from the main line of the said intended railway in the hamlet of Heigham, in the said county of the said city of Norwich, in a certain arable field there reputed to belong to, and in the occupation of Mr. Joseph Mace, abutting on land commonly called or known by the name of 'Heigham Common,' and will terminate at the terminus of the said proposed extension of the Ipswich and Bury Saint Edmund's Railway, being at or near a certain place commonly called or known as the 'Victoria Gardens,' situate in the hamlet of Lakenham, or in the parish of Saint Stephen, in the said city of Norwich, or in the county of the same city, in the occupation of Joseph Caston: And which branch railway to form a junction at the present terminus of the Norwich and Yarmouth Railway, will diverge from the main line of the said intended railway in certain lands in the hamlet of Helleston, in the said county of the said city of Norwich, reputed to belong to the Lord Bishop of Norwich, and in the occupation of Mr. George Cross, and near the homestead of the said George Cross there, and will terminate at or near the terminus of the said Norwich and Yarmouth Railway, near the Foundry Bridge, over the said river Wensum, in the said hamlet of Thorpe.

And notice is hereby given, that the said proposed new lines of railway, and the works and approaches connected therewith, are intended to be made in, and to pass from, through, or into the several parishes, townships, hamlets, and extra-parochial and other places following, that is to say; the said proposed main line of railway in, from, through, or into East Dereham otherwise Market Dereham, Dillington, Etling Green, Toffwood, Dumpling Green, North Hall Green, otherwise Northall Green, Froghall, Galley Moor, South Green, Hoe otherwise Floo, North Tuddenham, Swanton, Morley, Elsing, Bylaugh otherwise Belaugh, Lying, Sparham, Bawdeswell otherwise Bawdeswell, Great Witchingham, Little Witchingham, Lenwade, Whitwell, Weston otherwise Weston Longville, Alderford, Attlebridge, Morton otherwise Morton on the Hill, Swannington, Ringland, Felthorpe, Taverham, Drayton, Costessey otherwise Cossey, Earlham, Helleston otherwise Hellesden, some or one of them, in the said county of Norfolk; Hellesdon otherwise Hellesden, Earlham, Heigham, Saint Benedict, Saint Giles, Saint Swithin, Saint Margaret, Saint Lawrence, Saint Michael at Coslany, Saint Gregory, Saint John Maddermarket, some or one of them, in the said city of Norwich and county of the same city; and the said intended branch to the said town of Fakenham otherwise Fakenham Lancaster, from the main line of the said intended railway in, from, through, and into Elsing, Bylaugh otherwise Belaugh, Swanton Morley, Billingford, Worthing, Beetley, North Elmham, Bintree otherwise Bintry, Twyford, Gately otherwise Gateley, Guist otherwise Geist,

Stebbard, Great Ryburgh, Little Ryburgh, Kettlestone, Testerton, Pudding Norton, Pensthorpe, Hempton, Shereford otherwise Sheringford, Althorpe otherwise Alethorpe, and Fakenham otherwise Fakenham Lancaster, some or one of them, in the said county of Norfolk; and the proposed branch from the said main line of the said intended railway to form a junction at the said terminus of the said proposed extension of the said Ipswich and Bury St. Edmunds Railway, in, from, through, or into Hellesdon otherwise Hellesden, Earlham, Heigham, Saint Benedict, Saint Giles, Eaton, St. Peter of Mancroft, The Town Close and the liberty thereof, Lakenham and Saint Stephen, some or one of them, in the said city of Norwich, or county of the same city: And the proposed branch from the said main line of the said intended railway to form a junction at the terminus of the said Norwich and Yarmouth Railway, in, from, through, or into Hellesdon otherwise Hellesden Earlham, Heigham, Saint Martin at Oak, Saint Mary at Coslany, Saint Augustine, Saint Clement, Catton, Saint Saviour, Saint Paul, Saint James, Pockthorpe, Saint Helen, and Thorpe, some or one of them, in the said city of Norwich and county of the same city.

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

And notice is hereby further given, that powers are intended to be taken, in and by the said Act or Acts, to deviate in the construction of the said proposed railway and works, and branch railways and other works, to such extent as will be defined on the said plans, and to alter and divert such highways, roads, canals, navigations, rivers, and watercourses within the several parishes, townships, hamlets, and extra-parochial places and other places aforesaid, as it may be necessary to alter or divert for the purposes of the said proposed railways and works; and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses, and for the levying of tolls, rates, and duties, upon or in respect of the said proposed railways and works.

And notice is hereby further given, that, by the said Act or Acts, it is intended to incorporate a company for the purpose of making and maintain-

ing the said proposed railways and works, and to authorize such company to demise or sell the same, or any part thereof, to any other company or companies, or to agree with any such last-mentioned company or companies for the making, execution, maintenance, use, and working thereof, or any part thereof; and also to authorize any such last-mentioned company or companies to hire or purchase, or to make, execute, and maintain, use and work, or to enter into an agreement for the making, execution, maintenance, use, and working of the said proposed railways and works, or any part thereof, and to take tolls, rates, or duties upon or in respect thereof.—Dated the third day of November 1845.

*Bircham and Dalrymple,* } Solicitors for the  
Bedford-row, London, } proposed Un-  
*Arthur Dalrymple,* Norwich, }dertaking.

#### Burnham Improvement.

**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 paving, lighting, watching, cleansing, and otherwise improving the town or parish of Burnham, in the county of Somerset, and for removing and preventing encroachments, nuisances, and obstructions therein, and for establishing, maintaining, and regulating an effectual police force, and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers, and for establishing and regulating a market therein, and for repairing and maintaining the existing roads, highways, byeways, and paths within the said limits, and for laying out, forming, making, maintaining, and repairing new streets, roads, approaches, and thoroughfares therein, and for the compulsory purchase of lands, houses, tenements, and hereditaments within the said limits for the purposes before mentioned, or some of them, and for granting all necessary powers and authorities to trustees or commissioners, to be appointed by the said intended Bill, for carrying the several objects and purposes aforesaid into execution.

And it is also intended to insert in the said Bill powers to levy tolls, rates, duties, or assessments on the owners, lessees, and occupiers of houses, buildings, lands, tenements, and hereditaments within the town or parish aforesaid, for the general purposes of the said intended Bill, and for defraying all expenses attending the same; also to levy tolls or duties in respect of the said market, and to raise money by such means as may be thought proper for paying the expenses of obtaining the said intended Bill, and of carrying into execution the several purposes thereof, or to alter any existing tolls, rates, or duties, or to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties, or any other rights or privileges.—Dated this thirtieth day of October 1845.

*Saml. Hobbs,* Solicitor, Wells.  
*Bulmer and Durnford,* 44, Parliament-  
street, Parliamentary Agents.

#### East and West India Docks, and Birmingham Junction Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway or railways, with all proper works and conveniences connected therewith, commencing by a junction with the London and Birmingham Railway, at or near the depot or station thereof at Camden-town, in the county of Middlesex, and terminating at or near the present basin of the West India Docks, in the parish of All Saints Poplar, in the said county of Middlesex; and which said railway is intended to pass from, in, through, or over the several parishes, townships, townlands, extra-parochial and other places following, that is to say, Saint Pancras, Saint Mary Islington, Stoke Newington, Saint John Hackney, West Hackney, and South Hackney, Saint Mary Bow otherwise Saint Mary Stratford-le-Bow, Saint Leonard's Bromley otherwise Bromley Saint Leonard's, and All Saints Poplar, or some of them, all in the county of Middlesex.

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

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

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the lands and hereditaments to be taken for the purposes thereof, together with a book of reference thereto, containing the names of the reputed owners and lessees, and of the occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the said county of Middlesex, at his office in Clerkenwell-green, in the county of Middlesex; and a copy of so much of the said plans, sections, and book of reference as relates to each of the several parishes through which the said railway is intended to pass,

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

Dated this third day of November 1845.

*Timothy Tyrrell*, Guildhall, London.

**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 or Bills to alter and enlarge the powers and provisions of an Act, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from a place in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with branches to the district or place called New Holland, and to the town of Market Rasen, to be called 'The Great Grimsby and Sheffield Junction Railway.'"

And notice is hereby also given, that, in such Bill or Bills, it is intended to take power to authorize the company incorporated by the said Act, to purchase, take, and hold the ferries across the river Humber, called the Barrow Ferry, the Goxhill Ferry, and the New Holland Ferry, and to acquire and exercise all the powers, rights, and privileges now possessed by the owners, lessees, or occupiers thereof; and it is also intended to alter and improve such ferries, and to construct and maintain piers, landing-places, wharfs, and other works and conveniences connected therewith, which said ferries, and also the said piers, landing-places, wharfs, and other works, are or will be situate in the parishes, townships, and extra-parochial places of Barrow-upon-Humber, Goxhill, and New Holland, or some or one of them, in the parts of Lindsey, in the county of Lincoln; the Holy Trinity, Saint Mary, the united parishes of the Holy Trinity and Saint Mary, the lordship or precincts of Myton, Drypool, Garrison Side, or some or one of them, in the town or borough of Kingston-upon-Hull, and county of the said town or borough, and in the east riding of the county of York, or one of them.

And it is also intended to construct a dock or docks, basin or basins, with entrances from the river Humber, for the accommodation of steam boats, and to erect piers, jetties, roads, communications, and other works connected therewith, which said dock or docks, basin or basins, piers, jetties, roads, communications, and other works will be situate in the parishes, townships, and extra-parochial places of the Holy Trinity, Saint Mary, the united parishes of the Holy Trinity and Saint Mary, the lordship or precincts of Myton, Drypool, Garrison Side, or some or one of them, in the town or borough of Kingston-upon-Hull, and county of the said town or borough, and in the east riding of the county of York, or one of them.

And it is also intended to construct a dock or docks, basin or basins, with entrances from the river Humber, for the accommodation of steam boats, and other boats and vessels, and to erect piers, jetties, roads, communications, and other works connected therewith, which said dock or docks, basin or basins, piers, jetties, roads, communications, and other works will be situate in the parishes, townships, and extra-parochial places of Barrow-upon-Humber, Goxhill, and New Holland, or some or one of them, in the parts of Lindsey, in the county of Lincoln.

And it is also intended to authorize the company to levy rates, tolls, and duties for the use of the said ferries and piers, landing-places, jetties, wharfs, docks, and basins, and other works, and also to alter any existing rates, tolls, or duties, collected by custom, usage, or otherwise, at the said ferries, any or either of them.

And it is also intended to obtain powers for the compulsory purchase of lands and houses described on the plans hereinafter mentioned; and also of any rights or privileges connected with the said ferries, and any other ferries across the river Humber, and to extinguish any exemptions from payment of the rates, tolls, and duties, and to confer other exemptions, rights, and privileges.

And it is also intended to authorize any agreement with any other railway company, or with the Dock Company at Kingston-upon-Hull, or with the mayor, aldermen, and burgesses of the town or borough of Kingston-upon-Hull, as to the construction of the dock or docks, basin or basins, piers, landing-places, jetties, roads, communications, and other works aforesaid, and to authorize such company or corporation to agree and to join in constructing or to construct some of such works in accordance with any such agreement; and to apply for leave to bring in one or more Bill or Bills for such purpose.

And notice is hereby also given, that duplicate plans and sections, shewing the proposed works, and the lands to be taken for the purposes of the same, together with books of reference thereto, will be deposited, on or before the thirtieth day of November instant, at the respective offices of the Clerks of the Peace for the parts of Lindsey, in the county of Lincoln, at Spilsby; and for the borough of Kingston-upon-Hull, at Kingston-upon-Hull; and for the east riding of the county of York, at Beverley; and copies of so much of the said plans, sections, and books of reference, as relates to each of the said several parishes in which the proposed works will be situate, will, on or before the thirty-first day of December next, be deposited with the parish clerk of each such parish.—Dated this first day of November 1845.

*Haywood, Bramley, and Gains-*  
*ford,*  
*Smith and Hinde,* } Solicitors.

## Saint Helen's Canal and Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the several Acts following, that is to say, an Act, passed in the eleventh year of the reign of King George the Fourth, intituled "An Act to consolidate and amend the Acts relating to the Sankey Brook Navigation, in the county of Lancaster, and to make a navigable canal from the said navigation at Fidler's Ferry, to communicate with the river Mersey, at Widness-wharf, near Westbank, in the township of Widness, in the said county;" another Act, passed in the same year, intituled "An Act for making a railway from the Cowley Hill Colliery, in the parish of Prescot, to Runcorn Gap, in the same parish (with several branches therefrom), all in the county palatine of Lancaster, and for constructing a wet dock at the termination of the said railway, at Runcorn Gap aforesaid;" another Act, passed in the fourth year of the reign of King William the Fourth, intituled "An Act to enlarge and amend the powers and provisions of an Act relating to the Saint Helen's and Runcorn Gap Railway Company;" another Act, passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to enable the Saint Helen's and Runcorn Gap Railway Company to raise a further sum of money, and for amending the provisions of the several Acts relating to such railway;" and another Act, passed in the last session of Parliament, intituled "An Act for uniting the Sankey Brook Navigation with the Saint Helens and Runcorn Gap Railway, and for other purposes;" and it is proposed, by the said intended Act or Acts, to enable the Saint Helen's Canal and Railway Company to construct and maintain the several railways hereinafter mentioned, or some of them, or some part or parts thereof, respectively, with all proper works, approaches, and conveniences connected therewith respectively, that is to say, a railway to commence in the township of Eccleston, in the parish of Prescot, in the county of Lancaster, and to terminate in the township of Garston, in the parish of Childwall, in the said county, which said intended railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Prescot, Eccleston, Windle, Hardshaw otherwise Hardshaw within Windle, Saint Helens, Pan, Winwick, Ashton otherwise Ashton in Makerfield, Saint Thomas in Ashton otherwise Saint Thomas in Ashton in Makerfield, Haydock, Newton otherwise Newton in Makerfield, Warrington, Burton Wood, Little Sankey, Great Sankey, Farnworth, Parketh, Cuerdley, Widnes otherwise Widnes cum Appleton, West Bank, Ditton, Childwall, Halewood, Hale Bank, Hale Speke, Allerton, and Garston, all in the said county of Lancaster; a railway to form a junction between the said intended railway and the Grand Junction Railway, all in the said township and parish of Winwick; a railway to form a junction between the said first-

mentioned railway and the line of railway authorized to be made by the Grand Junction Railway Company, from Saint Helen's to Rainford, all in the said townships of Windle and Hardshaw otherwise Hardshaw within Windle, or one of them, in the said parish of Prescot.

A railway, to commence by a junction with the said first-mentioned intended railway, in the township of Great Sankey, in the parish of Prescot, and to terminate in the township and parish of Warrington, which said railway lastly hereinbefore described, and the works connected therewith, will be wholly within the said townships and parishes of Prescot, Great Sankey, Little Sankey, and Warrington, or some of them.

And it is also intended to take powers, by the said Act or Acts, to alter or divert, within the township of Penketh, in the parish of Prescot aforesaid, the present course of the Sankey Brook Navigation.

And it is also proposed to take powers, by the said intended Act or Acts, for constructing and maintaining a sea or wharf wall upon the east side of the river Mersey, in the said township of Garston and parish of Childwall, and to make and maintain, within the said township and parish, a dock or docks, with all necessary basins, cuts, canals, sluices, jetties, quays, wharfs, warehouses, sheds, and other works, and conveniences connected therewith, and to supply the said docks and other works with water from the said river Mersey, and to inclose and reclaim, and vest in the said company, so much of the bed or soil of the said river as shall be within the said sea or wharf wall.

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

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

And it is also intended, by such Act or Acts, to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof; and for levying tolls, rates, and duties in respect of the use of the said intended railways, docks, and works, and to grant certain exemptions from such tolls, rates, and duties:

And notice is hereby further given, that maps or plans and sections of the said intended railways, docks, and works, and of the proposed alteration or diversion of the said Sankey Brook Navigation, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, branch railways, docks and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes, respectively, at their respective residences.—Dated this 5th day of November 1845.

*John Whitley*, Solicitor for the Bill.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith, which said railway is intended to commence at or near to Dunstable, in the parish of Houghton Regis, in the county of Bedford, by a junction there with a certain railway at present authorized to be made from the town of Dunstable to join the London and Birmingham Railway, near Leighton Buzzard, in the county of Bedford, and called "The Dunstable and London and Birmingham Railway," and to terminate at or near to the port of Maldon, in the parish of Saint Peter, in the county of Essex, and which said railway, and other works connected therewith, will pass from, in through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say; Dunstable, Houghton Regis, Caddington, Limburycum-Biscott otherwise Biscott otherwise Biscottcum-Limbury otherwise Limbury, the Dollar otherwise the Dollar hamlet otherwise Dollar hamlet, Luton, Luton township, Sundon, Leagrave, East Hyde, Luton Townlands, Stopsley and West Hyde, all in the county of Bedford; Kensworth, Caddington, Harpenden, King's Walden otherwise Walden Regis, Saint Paul's Walden otherwise Paul's Walden, Kimpton, Knebworth, Wheathampstead, Codicote otherwise Codicot, Ayott Saint Lawrence, Ayott Saint Peter otherwise Ayott Saint Peter's, Hatfield otherwise Bishop's Hatfield, Welwyn, Digswell, Datchworth, Watton, Tewin, Tewin Upper Green, Tewin Lower Green, Essendon, Broad Oak End, Brantfield otherwise Bramfield, Goldens, Waterford, Waterford Marsh, Bengoe, Hertingfordbury, Barford, Stapleford, Saint Andrews otherwise Saint Andrew, Porter's End, Beachwood End, Blackmore End, Whitwell, Deard's End, Rabley Heath, Knebworth Green, Woolmer

Green, Harmer Green, Ball's Green, Burnham Green, Tattle Hill, Sacomb otherwise Sacombe, Ware, Thundridge, Widford, Little Amwell, Amwell End, Great Amwell, Saint Margaret otherwise Saint Margaret's, Broxbourne, Hoddesdon, Stanstead Abbots otherwise Stanstead, Gilston, Sawbridgeworth, Hundsdon, and Eastwick, all in the county of Hertford; Little Amwell, Saint John, All Saints, Saint Andrew, Saint Mary, Saint Nicholas, Brickendon, and Bengoe, all in the borough of Hertford, in the county of Hertford; Roydon, Roydon hamlet, Great Parndon, Little Parndon, Nasing otherwise Naseing, Netteswell otherwise Nettswell, Latton, Bromley, Harlow, Sheering otherwise Shering, Hatfield otherwise Hatfield Broad Oak otherwise Hatfield Regis, Matching, Laver Magdalen otherwise Magdalen Laver, High Laver, Little Laver, Moreton, North Weald, Bobbingworth, Willingale Spain, Willingale Doe, Fyfield, Shellow Bowells, Norton Mandeville, High Roothing otherwise High Rooding otherwise High Roding, White Roothing otherwise White Rooding otherwise White Roding, Morrell Roothing otherwise Morrell Rooding otherwise Morrell Roding, Aythorpe Roothing otherwise Aythorpe Rooding otherwise Aythorpe Roding, Leaden Roothing otherwise Leaden Rooding otherwise Leaden Roding, Abbess Roothing otherwise Abbess Rooding, otherwise Abbess Roding, Abbots Roothing otherwise Abbots Rooding, otherwise Abbots Roding, Beauchamp Roothing otherwise Beauchamp Rooding otherwise Beauchamp Roding, Margaret Roothing otherwise Margaret Rooding otherwise Margaret Roding, Berner's Roothing otherwise Berner's Rooding otherwise Berner's Roding, Good Easter, High Easter, Mashbury, Highwood, Chignal Smealey otherwise Little Chignal, Roxwell, Broomfield, Chignal Saint James otherwise Chignal, Writtle, Wedford, Chelmsford, Moulsham, Springfield, Great Baddow, Sandon, Boreham, Hatfield Peverell otherwise Hatfield, Danbury, Little Baddow, Ulting, Langford, Woodham Ferrers, Woodham Mortimer, Woodham Walter, Haseleigh, East Hanningfield, West Hanningfield, South Hanningfield, all in the county of Essex; Saint Mary, Saint Peter, and All Saints, all in the borough of Maldon, in the said county of Essex.

And it is also intended, by the said Act or Acts, to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands and other property, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

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

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans respectively, containing the names of the reputed owners, lessees, and occupiers of such lands respectively, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Bedford, at his office at Bedford, in the said county of Bedford; and with the Clerk of the Peace for the county of Hertford, at his office at Saint Albans, in the said county of Hertford; and with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, and with the Clerk of the Peace or Town Clerk for the borough of Maldon, at his office at Maldon.

And that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and other works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this third day of November 1845.

<p><i>Johnston, Farquhar, and Leech, 65, Moorgate- street, London, R. M. Benson, Tring,</i></p>	}	<p>Joint Solicitors.</p>
<p><i>Bulmer and Durnford, Parliamentary Agents, 44, Parliament-street.</i></p>		

Birkenhead, Lancashire, and Cheshire Junction Railway.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith respectively, that is to say; a railway commencing by a junction with the Chester and Birkenhead Railway, at the Hooton station thereof, in the township of Childer Thornton and parish of Eastham, in the county of Chester, and terminating by a junction with the Manchester and Birmingham Railway, at or near the Heaton Norris station thereof, in the township of Heaton Norris, in the parish of Manchester, in the county of Lancaster; which said intended railway, and other works connected therewith,

will pass from, in, through or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Eastham, Childer Thornton, Little Sutton, Overpool, Whitby, Great Stanney, Stanlow, Stoke, Ince, Thornton, Thornton in the Moors, Elton, Hapsford, Frodsham, Frodsham Lordship, Helsby, Runcorn, Sutton, Stockham, Norton, Kekewick, Moor otherwise Moore, Acton Grange, Acton, Lower Walton, Warburton, Dunham Massey, Bowden, Altrincham, Timperley, Baguley, Northen, Northenden, Etchells, Etchells in Northen, Etchells in Stockport, Stockport, Cheadle, Cheadle Bulkeley and Cheadle Mosley, in the county of Chester; Warrington, Poulton with Fearnhead, Poulton, Woolston with Martinscroft, Rixton with Glazebrook, Didsbury, Manchester and Heaton Norris, in the county of Lancaster; a railway from and out of the said intended railway, to form a junction with the Manchester South Junction and Altrincham Railway, commencing by a junction with the said intended railway in the township of Altrincham and parish of Bowden, in the county of Chester; and terminating by a junction with the Manchester, South Junction, and Altrincham Railway, in the township of Timperley in the said parish of Bowden and the said county of Chester; which said railway and works connected therewith, will be situate in, or pass through and into the townships and places of Altrincham and Timperley, or one of them, all in the said parish of Bowden and county of Chester; a railway commencing by a junction with the said intended railway in the township of Helsby and parish of Frodsham, in the county of Chester, and terminating by a junction with the Chester and Birkenhead Railway, in the parish of Saint Oswald, in the county of the city of Chester; which said railway, and the works connected therewith, will pass from, in, through or into, or be situate within the several parishes, townships and extra-parochial or other places following, or some of them, that is to say; Saint John the Baptist, Saint Oswald, and Saint Mary on the Hill, in the county of the city of Chester, and Saint Oswald, Saint Mary on the Hill, Saint Mary, Plemstall otherwise Plemonstall, Newton by Chester, Hoole, Upton by Chester, Upton, Picton, Mickle Trafford, Bridge Trafford, Wimbolds Trafford, Thornton in the Moors, Thornton, Dunham on the Hill, Hapsford, Helsby, and Frodsham, all in the county of Chester; a railway commencing by a junction with the first-mentioned intended railway, in the town of Warrington in the parish and township of Warrington, in the county of Lancaster, and terminating by a junction with the Grand Junction Railway, in the same township and parish, all which railway and works will be situate within the said townships and parishes; a railway commencing by a junction with the first-mentioned intended railway in the township and parish of Warrington, in the county of Lancaster, and terminating at or near the town of Macclesfield, in the parish of Prestbury, in the county of Chester, which said railway, and the works connected therewith, will pass from,

in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Warrington, Poulton with Fearnhead, Woolston with Martinscroft, in the county of Lancaster, and Runcorn, Thelwall, Grappenhall, Latchford, Great Budworth, Appleton, Crowley, Lymm, Statham, Rosthern, High Legh, or High Leigh, Mere, Nether Tabley, Over Tabley, Nether Knutsford, Knutsford, Bexton, Over Knutsford, Ollerton, Toft, Rosthern, Marthall-cum-Little Warford, Marthall, Snelson, Prestbury, Chelford, Birtles, Henbury, Alderley, Over Alderley, Nether Alderley, Sutton, Gawsworth, Hurdsfield, and Macclesfield, in the county of Chester; a branch railway from and out of the last-mentioned railway, commencing at or near Ivy-house, in the parish of Prestbury, and terminating at or near the Macclesfield station on the Macclesfield branch of the Manchester and Birmingham Railway, in the same parish, which intended railway last mentioned, and the works thereof, will pass through or into, or be situate within Titherington Upton, Hurdsfield, and Macclesfield, or some or one of them, all within the parish of Prestbury, in the county of Chester; a railway commencing by a junction with the last-mentioned intended railway in the township of Chelford and parish of Prestbury, in the county of Chester, and terminating by a junction with the Manchester and Birmingham Railway, in the same township of Chelford and parish of Prestbury, which said railway, and the works connected therewith, will pass from, in, through, or into or be situate within the same township and parish.

A railway commencing by a junction with the first-mentioned intended railway at or near the town of Frodsham, in the township and parish of Frodsham, in the county of Chester, and terminating in the township of Over, and parish of Over, in the said county, which said railway and the works connected therewith, will pass from, in through, or into or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Frodsham, Frodsham Lordship, Kingsley, Weaverham-cum-Milton, Runcorn, Crowton, Dutton, Acton, Acton-Grange, Weaverham, Whitegate, Barnton, Great Budworth, Wallerscoat, Northwich, Castle Northwich, Winnington, Hartford, Anderton, Moulton, Eaton, Davenham, Wharton, and Over, all in the county of Chester.

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

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges, in any manner connected with the lands proposed to be purchased or taken for the purposes

of the said undertaking, or which should in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase of lands or houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

Dated this first day of November 1845.

*Mallaby, Townsend and Newall*, Solicitors  
for the Bill, Birkenhead.

#### Lincoln and Grantham Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near the Sincil dike, in the parish of Saint Swithin, in the city and county of the city of Lincoln, and to terminate at or near a certain house, yard, garden, and other buildings, now or lately in the occupation of Mr. Edward North, which are situate in the hamlet of Manthorpe cum Little Gonerby, in the parish of Grantham, and respectively adjoin or abut upon the highway leading from Belton to Grantham, at a place opposite to the British School and Castle Gate, in the said parish of Grantham, in the county of Lincoln; which said railway and works will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places, or some of them, following, that is to say; Saint Swithin, Saint Mary-le-Wigford, Saint Mark, Saint Peter's at Gowts, Saint Botolph, and the extra-parochial place called the South or Canwick Common, all in

the city and county of the city of Lincoln; Bracebridge, and Waddington, Harmston, Coleby, Boothby Graffoe, with the Liberty of Somerton Castle, Navenby, Skinnand, Wellingore, Welbourne, Leadenham, Fulbeck, Caythorpe cum Fristone, Hough on the Hill with Gelston and Brandon, Hougham, Marston, Carleton Scroope, Barkstone, Syston, Belton, Great Gonerby, Manthorpe cum Little Gonerby in the parish of Grantham, and Grantham, all in the said county of Lincoln.

And it is intended to apply for powers to make lateral deviations from the line of the proposed work, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railways, or tramroads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

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

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

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to any other railway company or companies, or persons

with whose line the said intended railway and works may unite.—Dated this fourth day of November 1845.

*Mullins and Paddison, Solicitors, London.*

#### Ashbourn and Derby Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or branch railway, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with a proposed line of railway, called the Leeds, Huddersfield, and South Staffordshire Direct Railway, and diverging therefrom at a point at or near Church Mayfield, in the township or parish of Mayfield otherwise Mathfield, in the county of Stafford, and terminating in the parish of Duffield, in the county of Derby, by a junction with the Midland Railway, at or near Duffield aforesaid, and which said proposed branch railway and works are intended to pass or be made from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, that is to say; Mayfield otherwise Mathfield, in the county of Stafford; and Offcote and Underwood, Clifton, Clifton and Compton, Ashbourne, Sturston, Osmaston next Ashbourne, Yieldersley, Kniveton, Altow, Bradbourne, Hognaston, Bradley, Biggin-by-Wirksworth, Hulland Hulland Ward, Ireton Wood, Kirk Ireton, Turnditch, Itheridgehay, and Alton, Ashley Hay, Wirksworth, Hillcliffe Lane Shottle and Postern, Hazlewood, Windley, Duffield, Quorndon, Kedleston, Makeney, Breadsall, Little Eaton, Saint Alkmond in the borough of Derby, Burley, and Allestree, all in the county of Derby.

And further notice is hereby given, that maps or plans and sections, describing the line or lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Stafford, at his office in Stafford; and with the Clerk of the Peace for the county of Derby, at his office in Derby; and that a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended works, or any of them, will be made or pass, will be deposited for public inspection, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of each such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railway and branch, and for other purposes;

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

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to obtain power to deviate in the construction of the said intended railway and branch and works, from the line or lines thereof respectively, as delineated on the said plans so intended to be deposited as aforesaid, to such extent as will be defined upon such plans.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to give the company thereby incorporated power to stop up, alter, and divert, to the extent shown on the said plans intended to be deposited as aforesaid, all such highways, turnpike and other roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses as it may be necessary or expedient to interfere with, stop up, alter, or divert for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said railway and branch, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And it is further intended to apply for and obtain powers, in the said Act or Acts, to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the first-mentioned proposed undertaking, and to let on lease or sell the said intended railway, and any other works, and any part or parts thereof, to any other company or parties, or to unite or amalgamate with any other company or parties already formed, or to be formed, and to enable such other company or parties, or such united or amalgamated company, or any other company, to purchase or rent the said intended railway, or any part thereof

And also to authorize the company to be incorporated by such Act or Acts, or such united or amalgamated company, or any other company or companies, party or parties, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works.—  
Dated this 6th day November 1845.

*William Arnold Bainbrigge*, Solicitor,  
Uttoxeter.

*John Owens*, Solicitor, 35, Moorgate-  
street, London.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways and branches, with all proper works, approaches, and conveniences connected therewith, commencing in a close of land, called Rack Close or Croft, in the parish of Saint Decumans, in the county of Somerset, situate adjoining to the quay or harbour, in the town of Watchet, in the said parish of Saint Decumans, in the said county and on the south-east side of the said quay or harbour, in the parish of Saint Decumans aforesaid, and terminating at, or on, or within a short distance, and on the north of the quay or harbour, at Bridport-harbour, in the parishes of Burton, Bradstock, and Simondsbury, or one of them, in the county of Dorset, which said intended railway, or railways and branches, and other works connected therewith, will pass from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, or some of them, that is to say; Watchet, Saint Decumans, Williton, Sampford Brett, Bicknoller, Nettlecombe, Stogumber, Crowcombe, Lydeard Saint Lawrence, Combe Florey, Ash Priors, Halse, West Bagborough, East Bagborough, Cothelestone, Bishops Lydeard, Creech Saint Michael, Kingston, Staplegrove, Bishop's Hull, Norton Fitzwarren, Taunton, where the same will join the line of the Bristol and Exeter Railway, at or near to the bridge at Fairwater, and will run into and upon the said Bristol and Exeter Railway, towards and unto and beyond the station of the Bristol and Exeter Railway Company, at or near Taunton aforesaid, or will run parallel with the said Bristol and Exeter Railway, from, or nearly from, Fairwater-bridge aforesaid, unto, or near unto, or beyond the said station, where it will cross or depart from the said Bristol and Exeter Railway, and will cross the canal called the Bridgewater and Taunton Canal, at or near to the place where the said Bristol and Exeter Railway crosses the same canal, and will also, near the same place, cross the river Tone, which runs from Taunton aforesaid towards the town of Bridgewater, in the said county of Somerset, Taunton Saint James, Taunton Saint Mary Magdalene, West Monkton, Ruish-ton, Stoke Saint Mary, Thorne Falcon otherwise Thorne Parva, West Hatch, Hatch Beauchamp, North Curry, Bickenhall, Broadway, Capland, Rapps, Iton, Isle Abbots, Stewley, Ashill, White Lackington, Ilminster, Town Tithing, Horton, Icombe, Church Tithing, Winter Hay, Donnyatt, Combe Saint Nicholas, Beetham or Betham, Clayhanger, Ham, Wadford, West Dowlish, Chard or Old Chard, thence under the canal from Creech Saint Michael aforesaid, to Chard aforesaid, called the Chard Canal, and across the reservoir or feeder of the said Chard Canal; South Chard, Chard Land, or Grim Chard, Chaffcombe, Knoll St. Giles otherwise Knowle Saint Giles, Cricket Saint Thomas, Winsham, Wayford, Seaborough, Crewkerne, Mitterton, all in the county of Somerset; and Chardstock and Thorncombe, Burstock, Mos-

terton, Hawkchurch, Broadwinsor, Little Winsor, Childhay, Dibberford, Drimpton, Stoke Abbots or Stoke Abbas, Beaminster, Langdon, Netherbury, Mangerton, where the same will join and run upon the Wilts, Somerset, and Weymouth line, or intended line of railway, or will run parallel with the same last-mentioned railway, towards and unto the termination of the said railway at, or on, or near Bridport-harbour aforesaid, North Mapperton, South Mapperton, Mapperton, West Milton, Poorstock, North Poorton, South Poorton, Loscombe, Bradpole, Loders, Allington, Bridport, Walditch, Bothenhampton, Symondsburry, Shipton Gorge, and Burton Bradstock, all in the county of Dorset; and also a branch railway diverging from, and out of the said first-mentioned intended railway at, or near the said close, called Rack Close or Croft, adjoining, and on the south-east side of the harbour of Watchet aforesaid, and passing from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, or some of them, that is to say; Watchet, Saint Decumans, Old Cleeve, Nettlecombe, Carhampton, Treborough, and Luxborough; all in the said county of Somerset, and terminating at, or near the blacksmith's shop, in the village of Pool Town, in the parish of Luxborough aforesaid; and also another branch railway diverging from and out of the said first-mentioned intended railway at, or near to, and on the south-east of a farm house, called Northam, situate within the parish of Stogumber aforesaid, passing from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, or other places following, or some of them, that is to say; Stogumber, Crowcombe, Lydeard Saint Lawrence, Combe Florey, Ash Priors, Halse, Tolland, Brompton Ralph, Fitzhead, Milverton, Crowford, Okehampton, and Wiveliscombe, all in the county of Somerset aforesaid, and to terminate in a close of land, in the occupation of Nathaniel Baker, situate adjoining, or near to the bottom or east end of a street, called Golden-hill, being part of the town of Wiveliscombe, in the said county of Somerset; and also another branch railway diverging from, and out of the said first-mentioned intended railway, at, or near to a bridge, called Clapton-bridge, situate in the parish of Crewkerne aforesaid, in the said county of Somerset, passing from, in, through, or into the said parish of Crewkerne, and terminating near to and on the south-west side of the parish church of and in the said parish of Crewkerne.

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

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

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

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

And it is also intended, by such Act or Acts, to take power to deviate in the construction of the said railway or railways, branch railways, and works, from the lines or situations thereof respectively, as laid down in the plans to be deposited as hereinafter mentioned, to the extent shown or defined on the said plans.

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

Taunton; and with the Clerk of the Peace for the county of Dorset, at his office in Sherborne; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railway or railways, branch railways, and works are intended to be made, will be deposited, on or before the thirty-first day of December, in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated this first day of November 1845.

*Keddell, Baker, and Grant, 34, Lime-street, London, Solicitors for the Bill.*

St. Albans, Hatfield, and Hertford Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing sessions, for an Act to make and maintain a railway, with all necessary and proper works and conveniences connected therewith, commencing at or near the town of Saint Albans, adjoining the turnpike road, leading from Watford to Saint Albans aforesaid, in the parish of Saint Stephen, in the county of Hertford, and terminating by a junction with the Hertford and Ware Branch Railway, at or near the Hertford station thereof, in the parish of Saint John, in the borough and county of Hertford.

And also a branch railway to commence by a junction with the above intended railway, in the parishes of Bayford and Hertingfordbury, both in the county of Hertford, or one of them, and to terminate at or near a point or place called Wallfield, in the liberty of Brickenden, in the county of Hertford, adjoining the public highway, leading from Hertford to Bayford aforesaid, or to commence and terminate at some intermediate point or points between the respective points of commencement and termination hereinbefore specified; and which said railway and branch railway, respectively, pass from, in, through, or into the several parishes, townships, hamlets, extra-parochial and other places following, that is to say, Saint Alban or otherwise the Abbey Parish, Saint Stephen, Saint Peter, Bishop's Hatfield, Hertingfordbury, Bayford, the liberty of Brickenden, the parishes of All Saints, Saint John, Saint Andrew, and Bengeo, all in the county of Hertford.

And it is intended to apply for power in the said Act to make and maintain a second branch into the town of Hertford, and also to deviate in the construction of such railway, and other works, from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up, vary, alter, or divert such highways, turnpike, and other roads, railways,

passages, rivers, brooks, streams, and watercourses within the parishes and places hereinbefore mentioned, as it may be necessary to stop up, vary, alter, or divert, for the purpose of constructing the said railway and the works connected therewith respectively.

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

And it is further proposed, in and by the said Act or Acts, to enable the company so to be incorporated as aforesaid, to carry out any agreement or agreements, arrangement or arrangements, which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole, or any part, of the said railway or railways, or branch railways and works connected therewith respectively, which may be authorized to be made under the provisions of the said intended Act or Acts, with any other company or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or persons to purchase, or rent, or to construct the works which may be so sold, let, or transferred or leased to them, and to raise any funds, or to contribute to the capital requisite for the construction of works connected therewith respectively, and to hold shares, or have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company to be incorporated as aforesaid, or on any portion thereof, and also to enable the said company to purchase, or take a lease or leases, of any shares, rights, or interests in any other railway or railways, or any part or parts thereof, respectively.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and works, and the lands and hereditaments proposed to be taken for the purposes thereof, together with books of reference, containing the names of the reputed owners, lessees, and occupiers of such lands and hereditaments, will be deposited, for public inspection, on or before the thirtieth day of November next, with the Clerk of the Peace for the county of Hertford, at his office, in the said town of Saint Albans, and a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said railway and works will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish, at his place of abode.—Dated this fifth day of November 1845.

*Charles Wright, Solicitor for the Bill,  
27, Essex-street, Strand, London.*

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway hereinafter mentioned, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, that is to say; a railway commencing by a junction with the proposed line of the Oxford, Worcester, and Wolverhampton Railway, in the parish of Ascott otherwise Ascott Doiley otherwise Ascott-under-Wychwood, in the county of Oxford, and terminating by a junction with the line of the Great Western Railway, or the Cheltenham branch thereof, in the hamlet of Alstone, in the parish of Cheltenham, in the county of Gloucester; which said intended railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, hamlets, and extra-parochial or other places following, or some of them, that is to say; Alstone, Cheltenham, Cudnall, Battledown, Ham, Cocks-horn, Charlton Kings, Dowdeswell, Sandywell, Andoverford, Whittington, Sireford, Brockhampton, Sevenhampton, Shipton Solers otherwise Sollars, Shipton-olive otherwise Oliffe, Haselton otherwise Hasleton, Salperton otherwise Cold Salperton, Turk Dean, Upper Turk Dean, Lower Turk Dean, Hampnett, Northleach, Eastington otherwise Easington Farmington, Sherborne, Windrush, Barrington, Great Barrington, Little Barrington, Great or Broad Rissington, Little Rissington, and Rissington, or some or one of them, all in the county of Gloucester; Milton, Little Milton, Tainton otherwise Taynton, Fullbrook, Shipton, Shipton-under-Wychwood, Wychwood, and Ascott otherwise Ascott Doiley otherwise Ascott-under-Wychwood, or some or one of them, all in the county of Oxford; Great Barrington, Little Barrington, or one of them, all in the county of Berks.

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

And it is also intended, by such Act or Acts, to incorporate a company for carrying into effect the said intended undertaking, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights or privileges, in any manner connected with the lands or houses so proposed to be purchased, or taken, or which would in any manner impede or interfere

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with the construction, maintenance, or use of the said intended undertaking, and to confer other rights and privileges.

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

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

Dated this thirty-first day of October 1845.

*Bubb, Lingwood, and Bubb,*  
*Williams and Griffiths,*  
*Shoubridge and Bramley,* } Solicitors.

The Manchester, Wigan, and Southport Railway.

[Registered provisionally, pursuant to 7th and 8th Victoria, cap. 110.]

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the Manchester and Bolton Railway, in the township of Pendleton, in the parish of Eccles, in the county of Lancaster, thence to pass from, in, through, or into the several parishes, townships, extra-parochial or

other places following, or some of them, that is to say, Eccles, Pendleton, Pendlebury, Barton-on-Irwell, Worsley, Leigh, Tyldesley otherwise Tyldesley-cum-Shackerley, Atherton, West Leigh, Deane, Westhoughton, Wigan, Hindley, Ince, Haigh, Aspall, Abram, Pemberton, Orrell, Upholland, Dalton, Standish, Standish with Langtree, Langtree, Shevington, Eccleston, Wrightington, Parbold, Croston, Bispham, Rufford, Ormskirk, Lathom, Burscough, Scarisbrick, Newbrough, North Meols, and Birkdale, all in the said county of Lancaster, and to terminate at or near the town, village, or hamlet of Southport, within the township of North Meols, in the parish of North Meols, in the said county of Lancaster.

And also a railway or branch railway from and out of the said intended main line of railway, together with all proper works and conveniences, stations, and approaches connected therewith, commencing in the township of Worsley, in the parish of Eccles, and county of Lancaster aforesaid, thence passing from, in, through, or into the townships of Worsley, Barton-on-Irwell, and Pendleton, all in the parish of Eccles, and county of Lancaster aforesaid, and terminating at and by a junction with the Liverpool and Manchester Railway, in the township of Pendleton, in the parish of Eccles, and county of Lancaster aforesaid.

And also a railway or branch railway, with all proper works and conveniences, stations, and approaches connected therewith, commencing at and by a junction with the said intended main line of railway, in the township of Ince, in the parish of Wigan, in the said county of Lancaster, and terminating at and by a junction with the Liverpool and Bury Railway, in the said township of Ince, in the parish of Wigan, and county of Lancaster aforesaid.

And also two railways or branch railways, with all proper works and conveniences, stations, and approaches connected therewith respectively, commencing at and by a junction with the said intended main line of railway, in the township of Wigan, in the parish of Wigan, and county of Lancaster aforesaid, and respectively terminating at and by a junction with the North Union Railway, in the said township of Wigan, in the parish of Wigan, and county of Lancaster aforesaid.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to incorporate a company for carrying into effect the objects and purposes aforesaid, with powers to purchase lands and houses by compulsion or agreement, to levy tolls, rates, and duties in respect of the use of the said intended railway, branches, and works, and to grant and confer such exemptions from payment of such tolls, rates, and duties, as to the said company may seem meet.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to vary, repeal, or extinguish all existing rights or privileges connected or usually enjoyed with the lands to be

purchased under the authority of the said Act or Acts, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, branches, and works, and to confer other rights and privileges.

And further notice is hereby given, that it is proposed to take power, by the said intended Act or Acts, to stop up, alter, or divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial and other places aforesaid, or some of them, all such railways, turnpike roads, highways, rivers, canals, and streams, as it may be necessary or expedient to stop up, alter, or divert for the construction and maintenance of the said intended railway, branches, and works, or any of them.

And further notice is hereby given, that plans and sections, describing the line and levels of the said intended railway, branches, stations, approaches, and works, and the lands proposed to be taken for the purposes aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, in the said county of Lancaster; 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, branches, stations, approaches, and works are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.—Dated this third day of November 1845.

*Frederick Copley Hulton*, Solicitor, Manchester

Irving's Patents' for Carving Wood and Stone.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the assignment to a company of certain letters patent granted to William Irving, for his improved machinery and apparatus, for cutting and carving substances to be applied for inlaying and other purposes, and for his improvements in the construction of apparatus for cutting ornamental forms, beads, recesses, and mouldings in wood, stone, and other materials; and of any other letters patent which may be hereafter granted for such improvements, for the like purposes, in Great Britain and Ireland, or any other part of Her Majesty's dominions; and to enable such company to accept such transfer or assignment, and to use and exercise the said patents or inventions, and to grant licenses for using and exercising the same; and it is intended by the said Act, either to incorporate the said company, or to give them powers to sue and be

sued in the name of one or more of their directors or officers, and for other purposes.—Dated this 4th day of November 1845.

*Baker and Co. Solicitors, 52, Lincolns-inn fields.*

#### Oakham Canal.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the sale to the Midland Railway Company of the Oakham Canal, together with all powers, rights, privileges, lands, buildings, property, interest, and effects of the company of proprietors of the said Oakham Canal, and to enable the said Midland Railway Company to effect such purchase, and to hold and use the said canal, and all such lands, buildings, and property aforesaid, and to exercise and enjoy all powers, rights, and privileges connected therewith.

And it is proposed, by such Act or Acts, to dissolve the said company of proprietors of the Oakham Canal, and to amalgamate the same with the Midland Railway, that it may form part of that undertaking, and for the purposes aforesaid it is intended, so far as may be necessary, to alter, extend, and enlarge certain provisions contained in an Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and also to alter, amend, or to repeal two several Acts relating to the Oakham Canal, passed respectively in the sessions of Parliament held in the thirty-third and in the thirty-ninth and fortieth years of the reign of His late Majesty King George the Third.

And it is further proposed, by such Act or Acts, to enable the Midland Railway Company to levy tolls, rates, and duties in respect of the said Oakham Canal, and to alter the tolls, rates, and duties at present authorized to be levied thereon, and to vary or extinguish all existing rights or privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.—Dated this first day of November 1845.

*Parher, Hayes, Barnwell, and Twisden,*  
1, Lincoln's-inn-fields, London.  
*Berridge and Macaulay,* Leicester.  
*Saml. Carter,* Birmingham.  
*Ades and Adam,* Oakham.

**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 or Bills, to make and maintain the following railways and works, or some of them, or some part or parts thereof respectively, that is to say; commencing by a junction with the London and Croydon Railway, at or near the New Cross station, in the parish of Saint Paul, Deptford, in the county of Surrey; passing thence from, in, through, or into

the several parishes, townships, and extra-parochial places of Saint Mary Rotherhithe, and Saint Paul, Deptford, in the county of Surrey, and Saint Paul, Deptford, in the county of Kent; and thence passing under the river Thames by means of the Tunnel called the Thames Tunnel, and by constructing other works connected therewith from the parish of Saint Mary, Rotherhithe, in the county of Surrey, to the parish of Saint John, Wapping, in the county of Middlesex; and thence passing through the several parishes of Saint John, Wapping, Saint Paul, Shadwell, and Saint George otherwise Saint George Middlesex, otherwise Saint George in the East; or some of them in the county of Middlesex, and terminating by a junction with the London and Blackwall Railway, at or near the Cannon-street-road station, in the said parish of Saint George, in the said county of Middlesex.

Also a branch railway, commencing by a junction with the said main line, to communicate with and to pass into the London docks, and which said branch railway will be situate in the said parish of Saint George otherwise Saint George Middlesex, otherwise Saint George in the East, in the said county of Middlesex.

And also a branch railway, from and out of such main line of railway, commencing by a junction therewith, in the said parish of Saint Paul, Deptford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places, or some of them of Saint Paul, Deptford, in the county of Kent; Saint Paul, Deptford, and Saint Mary, Rotherhithe, in the county of Surrey; and terminating at or near the dock called or known as Dudman's or Gordons, or as the Grove, or the Wet Dock, in the said parish of Saint Paul, Deptford; with a branch thereout to communicate with Her Majesty's Victualling Dock Yard, all in the said parish of Saint Paul, Deptford; and powers will be applied for, in the said Bill or Bills, to alter and improve the said dock called Dudman's or Gordon's, or the Grove, or the Wet Dock, and to construct a new dock or docks, basin or basins, with entrances from the river Thames, and with quays, piers, wharfs, and other works connected therewith, which said several docks, basins, quays, piers, wharfs, and other works will be situate in the said parish of Saint Paul, Deptford.

And also power to construct stations, communications, and other works in the several parishes before-mentioned, or some of them for the making and using the said Railway and Branch Railways; and also to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said railway and branch railways, as before described in the several parishes aforesaid; and, in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plan hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, aque-

ducts, canals, navigations, docks, cuts, and railways within the parishes aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railways and other works.

And notice is hereby given, that it is intended to apply for power to levy, tolls, rates, or duties for the use of the railway and branch railways and docks and other works; and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the plans hereinafter mentioned.

And also for power to vary and extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended, by such Bill or Bills, to incorporate a company or companies to carry out the aforesaid undertaking, and to give to such company or companies all necessary powers for effecting the purposes aforesaid.

And it is further intended to empower the said company or companies so to be incorporated as aforesaid, to contribute funds for the more effectual carrying out of all or any of the aforesaid objects; and also to enter into arrangements with any Railway Company for the amalgamation, leasing, making, or working of the lines of railway before specified, or any part thereof respectively.

And it is also intended to authorize the London and Croydon Railway Company, the Thames Tunnel Company, the London Docks Company, and the London and Blackwall Railway Company, or any or either of them, to make the said railways and works, or any part thereof, or to enter into any arrangements with the company to be incorporated for making, working, or using such railways, or any part thereof; and to contribute or subscribe towards the construction thereof; and for such purposes it is intended to alter and amend the several Acts relating to such companies respectively.

And it is also intended to authorize the Thames Tunnel Company to concur in the construction of the said railway through the said tunnel, and to transfer all or some of the capital, stock, property, lands, hereditaments, powers, rights, privileges, and authorities as are or may be exercised by the said Thames Tunnel Company, to the company to be incorporated, or other the companies undertaking the construction of the said railway, and to vest the same capital, stock, property, lands, hereditaments, privileges, rights, and authorities in the said company or companies to be incorporated, by the said Act or Acts.

And it is intended to alter the Acts, relating to the said tunnel, passed respectively in the fifth and ninth years of the reign of His Majesty King George the Fourth, and the third and fourth years

of the reign of His Majesty King William the Fourth, and the third year of the reign of Her present Majesty Queen Victoria.

And notice is hereby further given, that duplicate plans and sections of the said railway and branch railways, and of the docks and other works connected therewith, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property intended to be taken, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the Clerks of the Peace for the county of Kent, at Maidstone; and for the county of Middlesex, at Clerkenwell-green; and for the county of Surrey, at Lambeth.

And that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railway and branch railways will pass, or the said docks and other works be situate, will be deposited, together with a book of reference thereto, with the parish clerk of each such parish.—Dated this fourth day of November 1845.

*Burchell, Kilgour, and Parson, 47, Parliament-street.*

#### Sheffield and Lincolnshire Extension Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of the railway hereinafter described, or some part or parts thereof, that is to say; a railway, with all proper works, approaches, and conveniences connected therewith, commencing from and out of the line of the proposed Sheffield and Lincolnshire Junction Railway, in the parishes of North Leverton, in the county of Nottingham, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say; Sturton, Sturton-le-Steeple, Sturton-in-the-Clay, Fenton, North Leverton; Hablesthorpe otherwise Apesthorpe, Hablesthorpe, Apesthorpe, Applesthorpe, Alblesthorpe, South Leverton, Coates, Cotes, Cottam, Littleborough, Treswell, Truswell, Rampton, Laneham, the River Trent Navigation, Saxelby, Ingleby, Saxelby with Ingleby, Broadholme, and Thorney, in the county of Nottingham; the River Trent Navigation, Torksey, Torksey with Hardwick, Hardwick, Busdyke, Brampton, Marton, Stow, Bransby, Sturton, Sturton by Stow, Sturton with Bransby, Stow Park, Heighwood, Heywood Kettlethorpe, Fenton, Loughterton, Saxelby, Saxelby with Ingleby, Ingleby, Ingoldby, Low Ingoldby, North Ingoldby, South Ingoldby, the Fossdyke Navigation, Hathow, Broxholme, North Carlton, South Carlton, Burton, Burton by Lincoln, in the parts of Lindsey, in the county of Lincoln; Skellingthorpe, Boultham, Bracebridge, Hartsholme, in the parts of

Kesteven, in the county of Lincoln; Bracebridge, the Fosdyke Navigation, Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, Saint Michael-on-the-Mount, Saint Peter in Eastgate, Saint Nicholas, Saint Margaret, Saint Mary Magdalene, Saint Paul, Saint John, the Liberty of Beaumont Fee, the Racecourse, West Common, Brayford, Brayford Mere, the Holmes, the Holmes Common, in the city of Lincoln, and county of the same city, or the liberties thereof, and terminating at or near the city of Lincoln, in the parish of Saint Mark, in the city of Lincoln, and county of the same city, or the liberties thereof.

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

And it is also intended, by such Act or Acts, to enable the Sheffield and Lincolnshire Junction Railway Company to carry into effect the said intended undertaking, if such company shall be incorporated by any Act of Parliament to be passed in the next session, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is further intended, by such Act or Acts, in the event of a separate company being thereby incorporated, to amalgamate or unite such company with the Sheffield and Lincolnshire Junction Railway Company, if such last-mentioned company shall be incorporated as aforesaid, or with the Great Grimsby and Sheffield Junction Railway Company, or with both of them, and with any other company or companies with whom such last-mentioned companies, or either of them, may become united and amalgamated, by virtue of any Act or Acts which may be passed in the next session of Parliament, or to enable such separate company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the

said Sheffield and Lincolnshire Junction Railway Company, and to the said Great Grimsby and Sheffield Junction Railway Company, or either of them, and to any other company or companies with whom such last-mentioned companies, or either of them, may become so united and amalgamated as aforesaid, and to enable the said companies, or any or either of them, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use thereof, and generally enable the said several companies to enter into and carry into effect such arrangements, in reference thereto, as may be mutually agreed on between them; and for the purposes aforesaid, it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the Act incorporating the said Great Grimsby and Sheffield Junction Railway Company, passed in the last session of Parliament.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby; with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office in New Sleaford; and with the Clerk of the Peace for the city of Lincoln, and county of the same city, at his office in Lincoln; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively.

Dated this first day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to incorporate a company or companies, and to give to such company or companies, power to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith, commencing in the township of Great Bolton, in the parish of Bolton-le-Moors, in the county of Lancaster, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bolton-le-Moors, Bolton, Little Bolton, Great Bolton,

Gilnów, Lostock, Deans, Halliwell, Heaton, Rumworth, Westhoughton, Four Yates, Over Hulton, Leigh, Westleigh, Wigan, Hindley, Abram, Billinge, Higher End, Winstanley, Pemberton, Ince otherwise Ince in Mackerfield or Makerfield, Winwick, Lówton, Golborne, Ashton in Mackerfield otherwise Makerfield, Saint Thomas within Ashton in Mackerfield otherwise Makerfield, Ashton in Mackerfield otherwise Makerfield, Haydock, Prescott, Windle, Hardshaw within Windle, Parr, Sutton, Saint Helen's, Eccleston, Ravenhead, Thatto, Heath Portico, Rainhill, Whiston, Prescott, Huyton with Roby otherwise Huyton, Huyton Roby, Tarbuck, Knowsley, Childwall, Little Woolton, Halewood, Much Woolton, Allerton, Speke, Speke Demesne and Garston, or some of them, all in the said county of Lancaster, and terminating in the said townships of Garston and Speke, or one of them, or for power to construct so much, and such part of such railway as may hereafter be determined on; and in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter-mentioned to the extent thereon defined, and to divert, alter, or stop up all such turnpike roads, parish and other roads and highways, streams, canals, aqueducts, navigable rivers, navigations, railways, and tramroads within the parishes, townships, and extraparochial or other places aforesaid, or any of them, as it may be necessary to divert, alter, or stop up for the purposes of such railway, or the works, stations, and conveniences connected therewith; and also to authorize junctions with any railway that may be delineated on the said plans before mentioned or referred to.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties, for the use of the said railway, and to grant certain exemptions from such tolls, rates, and duties; and also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office of the Clerk of the Peace for the said county of Lancaster, at Preston; and that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes hereinbefore mentioned, from, in, through,

or into which the said railway will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this eighth day of November 1845.

*W. A. Barrow,* } Joint  
*Charles Pigot,* } Solicitors.

Great North of England Railway.  
(Purchase).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Great North of England Railway Company to demise or lease for any term or number of years, and also subject or otherwise to absolutely sell, dispose of, and make over to the Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or to any one or two of them, the railway belonging to them the said Great North of England Railway Company, called the Great North of England Railway, and all the branch railways, stations, houses, warehouses, buildings, works, lands, and hereditaments connected therewith or thereunto belonging, and all the estate, right, title, interest, conveniences, and things in about or appertaining thereto or connected therewith, and all other the property and effects, and all the powers and privileges now vested in them, the said Great North of England Railway Company, and to enable the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some one or two of them, to enter into and accept such lease, and also to make such purchase and accept an absolute conveyance of the said railway, branch railways, works, property, and effects, and to exercise all the powers and privileges now vested in the said Great North of England Railway Company, and to consolidate and unite the said Great North of England Railway, and the branches and works thereof respectively, with the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some one or two of them, and to enable the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some one or two of them, to levy and receive the tolls, rates, and duties now payable on or in respect of the said Great North of England Railway, branches, and works respectively, and to exercise all or any of the rights and privileges relating thereto, and, if necessary, to alter, vary, and increase such tolls, rates, and duties, and to grant exemptions from the payment thereof, and to disincorporate and dissolve the said Great North of England Railway Company, and to alter, amend, and enlarge, or repeal some of the powers and provisions of the several Acts relating to the said Great North of England Railway, passed respectively in the sessions of Parliament held in the

sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first, second, and fourth and fifth, the fifth and eighth, and ninth years of the reign of Her present Majesty Queen Victoria, and also the several Acts relating to the said Newcastle and Darlington Junction Railway Company, passed in the sessions of Parliament held respectively in the fifth, sixth, seventh, and eighth and ninth years of the reign of Her said present Majesty, and also the several Acts relating to the York and North Midland Railway Company, passed in the sessions of Parliament held respectively in the sixth year of the reign of His said late Majesty King William the Fourth, and in the first, fourth, seventh, and seventh and eighth, and eighth and ninth years of the reign of Her said present Majesty, and also the several Acts relating to the Midland Railway Company, passed respectively in the sessions of Parliament held respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her said present Majesty.

And it is also proposed, by the said intended Act, to enable the said Newcastle and Darlington Junction Railway Company, the York and North Midland Railway Company, and the Midland Railway Company, or some or one of them, to raise a further sum of money for the purpose of carrying into effect the several purposes aforesaid, or some of them.

Dated this first day of November 1845.

<i>Richardson and Gutch,</i>	} York,
<i>Henry Newton,</i>	
<i>Mewburn, Hutchinson,</i>	} Darlington,
<i>and Mewburn,</i>	
<i>John S. Peacock,</i>	
Solicitors.	

Midland and Leeds and Bradford Railways.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, extend, and enlarge, or to repeal or consolidate the powers and provisions of the several Acts relating to the Midland Railway, passed respectively in the sessions of Parliament held in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty, and the several Acts relating to the Leeds and Bradford Railway, passed respectively in the sessions of Parliament held in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty, and to authorize and empower the union and consolidation into one undertaking of the railways, branch railways, and works, made or to be made by the Midland Railway Company and the Leeds and Bradford Railway Company, and the incorporation into one company of the said Midland Railway Company and the said Leeds and Bradford Railway Company, and for vesting in such one consolidated company, the railways, branch rail-

ways, and works, and the capital, stock, shares, property, estate, and effects, and all the rights, powers, and privileges now or hereafter to be vested in or enjoyed by the said Midland Railway Company and the said Leeds and Bradford Railway Company, and to authorize the incorporation of a new company for the purposes above mentioned; and it is also intended, by the same Act or Acts so to be applied for, to enable such new or consolidated company to levy tolls, rates, and duties in respect of the said railways, branch railways, and works, and to grant exemptions therefrom, and to alter the tolls, rates, and duties now existing upon the same railways, branch railways, and works respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights, powers, and privileges; and in such Act or Acts so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above mentioned.

Or otherwise application will be made for an Act or Acts, or powers will be inserted in some Act or Acts which may be applied for in the ensuing session of Parliament, by the Leeds and Bradford Railway Company, to enable the Leeds and Bradford Railway Company to grant, and the said Midland Railway Company to accept, a lease at such rent, and upon and subject to such terms and conditions as may be agreed upon between the said two companies, of the railways, branch railways, and works now belonging, or hereafter to belong, to the Leeds and Bradford Railway Company, or some of them, and in pursuance thereof to use and work the same railways, branch railways, and works respectively, and to levy tolls, rates, and duties in respect thereof.—Dated this fifth day of November 1845.

<i>Parker, Hayes, Barnwell,</i>	} Solicitors for
<i>and Twisden,</i>	
<i>Berridge and Macaulay,</i>	} the Midland
<i>Leicester; Samuel Carter,</i>	
<i>Birmingham,</i>	
	} Railway Com-
	} pany.

<i>Rawson and Best,</i>	} Solicitors for the Leeds
<i>Leeds,</i>	
	} and Bradford Railway
	} Company.

Worcester New Gas Light Company.

**N**OTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to incorporate a company for the better supplying and lighting with gas the parishes, townships, extra-parochial, and other places following, that is to say; All Saint's, Saint Alban, Saint Andrew, Blockhouse College Precincts, Saint Clement, Claines, Saint Helen, Saint John in Bedwardine, Saint Michael, in Bedwardine, Saint Martin, Saint Nicholas, Saint Peter the Great, Saint Swithin, and the tything of Whistoness; in the city of Wor-

cester, and county of the same city; Saint Clement, Claines, Saint John in Bedwardine, Saint Martin, Saint Peter the Great, College Precincts, and the tything of Whistones, in the county of Worcester; and for supplying the inhabitants of the said several parishes and places with gas, and to raise, levy, and collect, rates, duties, and rents for the use of the gas to be supplied by the said company, and also for obtaining such other powers as may be requisite or necessary for carrying into effect the purposes of the said Act.—Dated this third day of November 1845.

*George Cornwall Garden*, Solicitor, Worcester.

*Bulmer and Durnford*, Parliamentary Agents, 44, Parliament-street.

Millbank Prison, November 7, 1845.

**T**HE Inspectors of this Establishment do hereby give notice, that, on Saturday the 29th of November instant, they will be ready to receive sealed tenders for the supply of the following articles, for twelve months, to the 31st of December 1846; the rates for which period to be stated in the respective tenders, viz.

Butchers' Meat, Flour, Scotch Barley, Rice, Peas, Oatmeal, Flaked Cocoa, Treacle, Salt, Pepper, Milk, Cheese, Sugar, Potatoes; Linseed, Boiled, Vegetable, Droppings of Sweet, Sperma, and Seal Oil; Single and Double Size, White and Red Lead, Yellow Ochre, Fuller's Earth, Turpentine, Rotten Stone, Soda, Arrow Root, Linseed Meal, Soap, Candles, Potash, Pails, Tubs, Mops, Birch and Hair Brooms, Brushes, Combs, Baskets, Coals, Charcoal, Iron, Pewter and Tin Articles, Hose, Blankets, and Rugs, Grey Cloth for Prisoners' Clothing, Leather, W. B. and Black Thread.

*Persons desirous of contracting will be furnished with forms of tender, upon applying to the Governor or to the Steward, between the hours of ten and four. The names of respectable sureties, for the fulfilment of the proposed contract, must be specified in the tender; such tender to be delivered in, with samples, before the said 29th instant; and the parties offering, or some one on their behalf, are required to attend at the said Prison, on Saturday the 13th day of December next, at two o'clock, to answer when called for.*

*In order,*

*Richard Crosbie Dawson, Secretary.*

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Wednesday, November 12, 1845.

Price Two Shillings and Eight Pence.