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WEDNESDAY, NOVEMBER 19, 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 chapelries, 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 thereafter 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 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 Buruley 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, Awre, 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, Stoot, and Lancant, in the county of Gloucester; Chepstow, Hardwick, Chepstow Castle and Wood, Saint Arvans, and Mouton, 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, Blake-ney, Bledisloe, Hagloe, Etloe otherwise Etloeduchy, Gibbs-hall, Newnham, Alvington, Hewelsfield, Bream, Saint Paul, East Dean, Her Ma-esty's Forest of Dean, Saint Briavels, West Dean, Whitcroft, 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, Abing-hall, 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 67½ mile of the said railway, as marked on the plans and sections thereof, deposited with the Clerks of the Peace for the counties of Glou-cester, 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, Morriston, Lansamlet, Lansamlet Higher, Lan-samlet 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 Llanelly Copper Works, which last-mentioned branch rail-ways will be wholly situate within the borough hamlet of the parish of Llanelly, 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, Rudbaxton, Camrose, Prender-gast, 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 at 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), Portskewet, 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 Glouces-ter; and to supply the same with water from the river Severn, and from the Gloucester and Ber-keley 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 autho-rised 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 Rail-way, 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 other-wise Town-hamlet, Gellywion, Llanharry, Llanilid, Llanharan, Llandyfodwg 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, Lale-stone 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, Llan-gonoyd 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-

mening at or near 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 Llwehwr 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, Maesgwenllan, Kidplwydd, Cilfeithy, Pengwm, Lechdunny, Forening, Llangadog, Penbre otherwise Pembrey, Capel Llandurrry, Llan, Pendrynn, Llangyndeyrn, Blyne, Terracoed, Cilcraw, Glyn, Gwempha, Llan Ishmael otherwise Saint Ishmael, Llan Saint, Iscoed, Treforris, Ystrad, Broadley, Hall, Llanstephan, Llangain, Llandyfaelog, Cilymarch, Iscoed, Kidplwydd, Yscyborfawr, Llandevylog, 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 Abercwylyn, 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, Llan-denny, 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, Freeby otherwise Fretherby, Brentingby-cum-Wyfordby, Brentingby otherwise Brentenby, Wyfordby otherwise Wyverby, Thorpe Arnold otherwise Thorpe Ernold, Saxhy, 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, Southorpe, 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-

mencing 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 Wittering, Thornhaugh, Upton, Ailworth, Sutton, Castor otherwise Castor with Upton, Ailsworth 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 Wittering, 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,
Berridge and Macaulay, Leicester,
Samuel Carter, Birmingham,* } Solicitors.

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 Bolan, 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,
Joseph Parhes, 21, Great
George-street, Westminster, Solicitor to the At-
torney-General in charity
matters.* } 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 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, Shortsfeld, Horsham, Southwater, Sullington, Slinfold otherwise Slingfold otherwise Slindfold, Saint Leonards, Itchingfield otherwise Ichingfield, Shipley, Nuthurst, Loxwood, Billinghurst otherwise Billingshurst, Advershane otherwise Adversane otherwise Hertfordsherne otherwise Hadfortsherne, West Grinstead otherwise West Grinsted, Cowfold, Shermanbury, Henfield, Ashington Buncton, 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, Botolphs otherwise Botolpchs otherwise Buttolpchs otherwise Butolpchs otherwise Saint Botolpchs, Erringham, Coombes 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, Brighthelmstoné 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 Gorringe, 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 Gorringe, 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 Pachensam 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 Chessington, 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 Piper-ing, Burpham otherwise Burgham otherwise Barpham, Upper Burpham otherwise Upper Barpham, Lower Burpham otherwise Lower Barpham, Wepham, Warningcamp, Leominster otherwise Lymminster 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 Lymminster 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 Lymminster 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 Lymminster 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 Lymminster 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.
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 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, Birchcliffe, 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 Buerdsill, Marland, Newbold, Spotland, Healey, Woolstoneholme, Woodhouse Lane, Catley Lane, Clay Lane, Chadwick, Falinge 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, } Joint Solicitors,
Brook, and Freeman, } 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 Fingall, 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, Thoralby, Carperby, Thoresby otherwise Carperby-cum-Thoresby, Thornton Rust, Worton, Askrigg township, Askrigg chapelry, Bainbridge, Burter-sett; 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 Studfield, 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, Langcliffe, 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, Hellefield otherwise Hellefield, Gisburn parish, Gisburn Forest township, Paythorne, 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, Litton 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, Balderston township, Balderston chapelry, Alston hamlet, Hothersall hamlet, Alston with Hothersall hamlet, Alston township, Hothersall township, Alston with Hothersall township, Preston parish, Elston, Samlesbury township, Samlesbury 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, Clayton-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, Habergham Eaves township, Habergham Eaves chapelry, Burnley township, Burnley chapelry, Burnley-cum-Habergham Eaves, Briercliffe with Extwistle, Worsthorn with Hurstwood, Cliviger, Reedloy 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.

Burchell, Kilgour, and Parson,

47, Parliament Street, London,

Henry Toogood,

22, Parliament Street, London,

Rawstorne and Wilson,

Preston,

Solicitors
to
the Bill.

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, Milnthorpe, 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, Crossthwaite-with-Lythe, Lythe, Crossthwaite, 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, Seattle, 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.
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 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.

NOTICE 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, } Solicitors.
W. O. and W. Hunt, 10, Whitehall, }

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

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 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 Chapeltown, 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, Thorncliffe, and Chapelton, 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, Penistone, Wortley, Brightside-Bierlow, Bradfield, Hunsley, Oxspring, Thurgoland, Thurstone, Langsett, Wadsley Bridge, Birley Carr, Oughtibridge, Outhwaite, Wharnciffe Wood, Carcotes, Bullhouse, Durnford Bridge, Saltersbrook, Glossop, Dinting, Hadfield, Padfield, Simondley, Charlesworth, Mottram-in-Longendale, 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, } Joint
Bagshaw, Stevenson, and Lycett, } 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 Ederly, 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.

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

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 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, Yardsley-cum-Whaley, Whaley-cum-Yardsley, 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, while 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 expences 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. Browns 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.

Eastern Counties Junction and Southend 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 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 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 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, railways 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,
Chamblin and Westwood,
Gray's-Inn-square, } Solicitors
for
the Bill.

Chelmsford and Bury 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 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, Chighall otherwise Chignal Saint James, Chignal 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 Gosfeld, 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, Althamstone, Lamarsh, 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 town 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 Gréat 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 intercommon 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, Creting 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, Uting, 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, Faulkbourn, 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 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 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, branches 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.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, 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, Wulford, 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.)

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, 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.

NOTICE 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 staitth, 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, staitths, 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 Atherton.)

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, Wins-hill, Stapenhill, Drakelow, Walton-upon-Trent, Roliston, Stanton and Newhall, Cauldwell, Stan-ston Newhall, Repton, Bretby, Newton Solney, Church Gresley, Linton, Castle Gresley, Swad-lincote, Heathcote, Wooden Box, Hartshorn, Brisilincote, Smisby otherwise Smithsby, Boundary 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, Swebston, Snarestone, Sweptone with Snarestone, Newton Burgoland, Nethercote, Heather, Ibstock, Nailstone, Odstone, Shakerstone, Odstone Hill, Congerstone, Carlton, Barton in the Beans, Barlestone, Wellsborough, Coton, Far Coton, Near Coton, Bosworth, Market Bosworth, Osbaston, Newbold Verdun, Naneby, Brascote, Cadeby, Kirkby, Kirkby Mallory, Peckleton, Bassett House, Knoll House, Peckhau, Shenton, Sutton Cheney, Sutton Charnell, Sutton Charnall, Stapleton, Dadlington, Hinckley, Earl Shilton, Barwell, Elmesthorpe, Normanton, Nor-manton Turville, Bracknells, Tooley, Thurlaston, Croft, Stoney-Stanton, Potter's Marston, Huncote, Cosby, Copt Oak, Blaby, Countesthorpe, Whet-stone, Narborough, Enderby, Thorpe Parva other-wise 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 Lei-cester 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 Nar-berough 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 Beans, 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 con-struct certain short branch railways within the parishes, townships, and extra-parochial or other places of Newhall, Church Gresley, Castle Gresley, Swadlingcote, Heathcote, Hartshorn, Willesley, Donisthorpe, Seal, Moira, Ashby Woulds, Booth-thorpe, 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 con-necting 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, Maxtoke otherwise Maxtoke, Maxstock otherwise Maxstocke, Maxtoke Castle otherwise Maxstock Castle, Maxtoke 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, Hobbshears, 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, Wigston Magna otherwise Great Wigston, Knighton,

No. 20537.

E

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.

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 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 Edgerly, 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, Kirtton, 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.

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 Pardo, 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,
Thomas Robinson, } Harrogate,
Solicitors.

Bulmer and Durnford,
Parliamentary Agents,
44, Parliament Street.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, 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, Poston, 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, Kelthorpe, 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 Bassett, Ashley, East Carlton Cottingham, Middleton, Rockingham, Gretton, Cotton, 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; Northampton 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 Drove, Leverington Parsons Drove, 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, Froggnall, 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 connexion 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.

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 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 junc-

tion 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 the Harwich Road, in the parish of Saint James in Colchester aforesaid, to or near the Hythe Bridge, in the parish of Grunstead in Colchester aforesaid. 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 herein-after 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 Mawe,

4, New Bridge Street, London.

William Salmon Cooper, Colchester.

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

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 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 railway 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, Kirby 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.)

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 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, Whistones 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 John, All Saints, Saint Peter 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 Clément, 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, Wribenhall, 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, Tapenball 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 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.

1, Lincoln's Inn Fields,

Potts and Brown, Chester.

Slater and Heelis, Manchester.

James Wheeler, Manchester.

Loxdale and Peele, Shrewsbury.

Henry Heane, Newport, Salop.

Erewash Valley Railway Branches.

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 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.

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, 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, Thurlaston otherwise Thurlston otherwise Thurlleston, 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, } Solicitors.
Smith and Hinde,
Worthington, Earle, and Berry,

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. 20537.

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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 487 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 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 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, Sartforth, 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, Nately, Nateby, Waitby, Whiteby or Wateby, Suardale, Sculby, Solby, Crosby Gar-

rett, Crosby on the Hill, Little Musgrave, Little Musgrove, Warcop, Bleatarn, Ornside, 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, Lunelhead, Coltherstone, 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 Keverstone, Staindrop, Marwood, Woodland, Lynesack and Soffley, Lynesack-cum-Soffley, 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 Westmor-

land; 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 Ashy, Brownby, Town-Angle, Ravenstonedale, Newbiggin, Angle of Newbiggin, Musgrave, Little Musgrave, Orton, Langdale, Kelleth, Cote Flat, Cotegill, Raisbeck-Fells, Raisbeck, Rayne, Bretherdale, Bouderdale, Boutherdale, Angle of Bouderdale, 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 occupa-

tion 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 Keversstone, 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.

NOTICE 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 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.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, 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, 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 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, Worsthorne, Hurstwood, otherwise Worsthorne 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, chapelries, 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.

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 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, Picton, Bridge Trafford, Thornton, Thornton-in-the-

Moors, Wimbald'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.

Baxter, Rose, and Norton,
Edwards, Mason, and Edwards,
London, } Solicitors
for
the Bill.

The Huddersfield and East and West Coasts 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 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-

neaton 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.

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, 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, Styal, Morley, Hawker's Green, Lindow, Mobberly, 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, Marston, 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, Davenh-am, 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, Pownall-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 terminat-ing 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.**

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to alter, amend, enlarge, or 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.

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, 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 conveniencies 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.

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 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, Potterne 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, Etchilhamp-ton, Allington, Alton Barnes, Stanton Saint Barnard, 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, Southeot, 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 Esturme, 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, Stockcross, 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.*

NOTICE 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.

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, 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, Cuddington, 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.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway 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 Wrattling, 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 Heck-dyke, 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 Heck-dyke, 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 hereinafter 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, Harlaston, 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, Harlaston, 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.

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 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, Sidmonton, Burgclere, Itchingswell or Echingswell, Headley, King's Clere, Tadley, Inhurst, Baughurst, Silchester, Mortimer West, Pamber, Ewhurst, Bramley, Stratfieldsaye, Strat-

field 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 the 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.*

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 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.

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 an Act passed in the sixteenth year of the reign of His Majesty King George the Third, intituled "An Act to enable the trustees of certain charity lands belonging to the poor of Salford, in the county palatine of Lancaster, to grant building leases thereof." And it is intended by such Act to incorporate the trustees of the said charity lands, and to authorise and empower the said trustees to accept surrenders of leases of the said charity lands situate within the parish of Manchester, in the said county palatine of Lancaster, either for the purpose of renewing such leases, or otherwise upon such terms, whether by way of annual charge upon the said charity lands, or for a sum of money in gross or otherwise, as may be agreed upon between the said trustees and the persons in whom such leases may be vested. And it is intended by the said Act to authorise and empower the trustees for the time being of the said charity lands to demise or lease for any term or number of years whatsoever, or to convey in fee simple, in consideration of chief or ground rents to be reserved, limited, or granted thereout, any of the said charity lands which by means of any such surrender or otherwise shall for the time being be in the possession of the trustees, and to renew any of the leases of the said charity lands upon such terms, whether by way of increased rent or otherwise, as may be mutually agreed upon between the said trustees, and the persons in whom such leases may be vested. And in the said intended Act provision will also be made for enabling incapacitated or other persons to join and concur in any such surrenders (whether for the purpose of renewal or otherwise), and (if for renewal) in any such renewal, and for dispensing with the necessity for the sub lessees of any leases so surrendered joining or concurring in such surrenders for the purpose of renewal, and for granting to the trustees for the time being of the said charity lands all other necessary and proper powers for facilitating the surrender (whether for the purpose of renewal or otherwise), and the renewal of leases of such charity lands, and for leasing and conveying the same lands as aforesaid.

Dated this eighth day of November, 1845.

Beever and Darwell,

Solicitors, Salford.

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, Elinton, Cresswell, Bolsover, Staunfree, Oxcroft, Bolsover Woodhouse, in the county of Derby; Welbeck, Shireoaks, Shireoaks chapel, Haggopfield, Gateford, Worksop, Radford, Low Town, Scofton, Scofton chapel, Osberton, Kilton, Rayton, Mantou, the Chesterfield Canal, Babworth, Rushy Inn, Morton, Great Morton, Little Morton, Morton Grange, Upper Morton Grange, Ranby, Eikley, Ordsall, South Retford, Thrumpton, East Retford, West Retford, Clarborough, Moorgate, Spittle-Hill, Welham Spittle, Welham, Bolham, Bolham, Little Gringley, Gringley, Hayton, Tyl, 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, Knait, 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 Domain 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, Whit-houses, 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 Boutham, 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, Dianington, 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, Clareton, 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 Holegate, 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.

No. 20537.

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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 Harby, 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 Syfreewast, Charlcott, Bullington, Worting, Basingstoke, East Sherborne otherwise Sherborne Saint John, Monk Sherborne otherwise West Sherborne, Malshanger, Summerdown, Clerkengreen, North Oakley, East Oakley, Hannington, Woodgarston, Kingsclere, Ewhurst, Polhampton otherwise Poolhampton, Quidhampton, Southington, Mitchelldever, Northington otherwise Norrington, Cold Henley, Sidmanton, Whitechurch, Whitechurch Borough, Whitechurch Tything, Whitechurch Parsonage, 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, Chapmansford, Wherwell, Westover, Knight's Enham, Andover, Andover Borough, Little London, Smannel otherwise Swanhill, King's Enham, Finkley, Eastanton, Tuckington, Woodhouse, Charlton, Hatherden, Lower Clatford, Goodworth Clatford, Upper Clatford, Nether Wallop, Foxcott, Penton otherwise Peniton, Mewsey, Penton Grafton, Wey otherwise Weyhill, Clanville, Nutbin otherwise Nutbane, Abbots Ann, Little Ann, Fifield, Thruxton, Monxton, Ampport, East Cholderton, Sarson, Kimpton, Great and Little Shoddessen, Quarley, Alderman the Great, Winchester Street, Priory, Shipton, Grately, Over Wallop, Middle Wallop, Wallop Moyles, Wallop Buckland, Ragged Appleshaw otherwise Appleshaw Dean, Redenham, Littleton Farm, Mullen's Pond, Wallop Raxall, or some or one of them, in the said county of Southampton; Winterslow, East Winterslow, West Winterslow, Newtononey, Allington, Boscombe, East Boscombe, West Boscombe, West Cholderton, Amesbury, Wilsford, Lake, Idmiston, Durnford, Porton (Chapelry), Pitton and Farley, Woodford, Gumbledon alias Gomeldon alias Gumbleton, Stratford under the Castle, Shripplle, Winterbourne Gunner alias Winterbourne Gomer alias Winterbourne Cherbrough, Britford, Clarendon, Winterbourne Dauntsey, Winterbourne Earls, East and West Hurnham, 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 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 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 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,

Solicitors for the proposed Undertaking.

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 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 Southampton, 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, Nursling 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, Budlesgate 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.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill to 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 Artindale, 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.

<i>Leeman and Clark,</i>	}	Solicitors.
York.		
<i>Michael Mitton,</i> 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.

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 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

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 Upton, 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, Speen-hanland, Speen, Newbury, Enborne, Crookham, Thatcham, Greenham, and Sandleford, all in the county of Berks; and Newtown, Adbury, Sidminton, Echinswell or Echenswell or Itchingswell, Kingsclere, Pen Wood, Highclere, Earlstone, Burghclere, Cold Henley, Woodcot, Ludshelf, Litchfield, Dunley, Saint Mary Borne, Freefolkmanors, Hurstborne Prior, Cold Henley or Cole Henleigh, Freefolk Priors, Charlcott otherwise Charcott, Whitechurch Parsonage, Whitechurch, 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 situated 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, water-banks, 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.

NOTICE IS HEREBY GIVEN, That application is intended to be made to Parliament in the next session for an Act or Acts to alter, amend, 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 there-out;” 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 maintaining 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, Knaresdale, Knaresdale-High-Quarter, Knaresdale-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, Gunnerton, 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.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining a 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 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 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 Bristwhistle otherwise Bristfield, 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 turnpike 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, chapeltries, 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.

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 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 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 Perranarwothall, Gluvias otherwise Saint Gluvias, Mabe, Constantine otherwise Constantin, 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 Haysam, 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 by compulsion or agreement for the purposes 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 tramroads, 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.

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 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, Fineham, Saint Margaret's at Cliffe, West Cliffe, Whitfield, Waldershare, East Langdon, West Langdon, Oxney, Ringwood, Kingsdown, Martin, Sutton, Ripple Saint Mary Walmer, Walmer, Little Mongeham, Great Mongeham, Upper Deal, Northbourne, Tilmanstone, Betschanger, 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.

NOTICE 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, Swebston, 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, Claborough, Claborough, 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 & Hinde,*

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.

Wolverhampton, Dudley, and Bilston Gas Light and Coke 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 to incorporate a company for supplying and lighting with gas such parts of the respective parishes, townships, or places of Wolverhampton, Bilston, Willenhall, Wednesfield, and Sedgley, as are included within the Parliamentary boundary of the borough of Wolverhampton, in the county of Stafford, and also the parish of Dudley, in the county of Worcester, and also the several townships, parishes, and places of Tibbington otherwise Tipton, Wednesbury, Darlaston, and Tettenhall, in the said county of Stafford; and for supplying the inhabitants thereof with gas, and for enabling the company to lay pipes and mains in the several turnpike and other roads, streets, ways, lanes, alleys, and places in the several parishes, townships, and places aforesaid; and to supply metres, apparatus, and fittings, and to raise, levy, and collect rates, duties, or charges for the same, as well as for the use and supply of the said gas. And it is also intended to take powers for authorizing the said company to purchase or take on lease from such persons or corporations as may be willing to sell, demise, let, or part with the same any messuages, lands, tenements, or hereditaments, within all or any of the parishes, townships, or places aforesaid; and to erect thereon all such buildings, apparatus, and other works as the said company shall from time to time deem expedient, and all such other powers and privileges as may be necessary for the purposes aforesaid: and also to take powers to confer, vary, or extinguish exemptions from the payment of rates and duties,

and other rights and privileges which would impede or interfere with the execution of the aforesaid purposes, and to confer other rights and privileges: and also to authorize the said company so intended to be incorporated as aforesaid, to purchase or take upon lease for a term of years, or in perpetuity, such portion or portions of the lands, tenements, hereditaments, gasometers, buildings, pipes, mains, and other works of and belonging to the Birmingham and Staffordshire Gas Light Company, as are or may be situate, lying, and being within or adjacent to the said township of Bilston, and to authorize the said last-mentioned company to sell and convey the same accordingly, and to authorize the said company so intended to be incorporated as aforesaid, to carry into effect and confirm any arrangement or agreement already made or hereafter to be made for any of the purposes aforesaid, and to enter into any such arrangements as may be deemed expedient, and so far as may be necessary to carry out the objects aforesaid, to amend, alter, and enlarge the powers and provisions of the several Acts relating to the said Birmingham and Staffordshire Gas Light Company, passed respectively in the sixth year of the reign of His late Majesty King George the Fourth, and in the last session of Parliament.

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

Manby and Hawsford, Solicitors,
Wolverhampton.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of an Act, passed in the fourth year of the reign of Her present Majesty, intituled "An Act for improving certain parts of the townships of Bilston with Harrogate and Pannal, called High and Low Harrogate, in the West Riding of the county of York, for protecting the mineral springs, and regulating the stinted pasture of the said townships," or to repeal some of the powers and provisions of the said Act, and grant more effectual powers instead thereof.

In which Bill provision is intended to be made to authorize the commissioners appointed by the said Act, to light the streets and other public passages and places, and the houses, shops, buildings, and other premises within the district comprised within the limits of the said Act, and generally to supply and sell gas to the inhabitants of such district; and for such purposes to erect gasometers and other works, and to lay pipes within such district, and to purchase, rent, or take any land, buildings, or hereditaments, which may be necessary for constructing the gasometers and other works aforesaid.

And it is also intended to authorize the commissioners to raise a further sum of money upon the credit of the rates, and to apply the same, or some part thereof, to carrying out the works aforesaid; and also to alter the rates authorized to be levied by the said Act, and to take rates or rents for the supply of gas to the inhabitants of the said district.

Dated this sixth day of November, 1845.

Martin Richardson,
Law Clerk to the said Commissioners.

The South and Midlands' 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, with all proper tunnels, bridges, works, and conveniences connected therewith, commencing by a junction with the line of a proposed railway, to be called by the name of the Oxford and Bletchley Junction Railway, or by an independent terminus, at or near a certain close, known by the name of the Pest House Close, in the township of Bicester Market End, in the parish of Bicester, in the county of Oxford, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial or other places following, that is to say, Bicester, Bicester Market End, Wretchwick, Bicester King's End, Bucknell, Chesterton, Chesterton Magna commonly called Great Chesterton, Chesterton Parva commonly called Little Chesterton, Wendlebury, Weston-on-the-Green, Charlton-upon-Otmoor, Oddington, Kirtlington, Bletchington otherwise Bletchingdon, Islip, Tackley, Hampton Gay, Hampton Poyle, Shipton-on-Cherwell, Kidlington, Thrup otherwise Thrupp, Begbroke, Hensington, Bladon, Blenheim Park, Cassington, Handborough, Ensham, Northleigh, Wilcot, Cogge, Southleigh, Woodstock, Hailey, Witney, Osney Hill Farm, Curbridge, Crawley, Langdale otherwise Langel, Ducklington, Hardwick, Standlake, Brighthampton, Yelford, Aston, Coate, Lew, Bampton, Weald, Black Bourton otherwise Burton. Abbotts, Brize Norton otherwise Norton Brize otherwise Norton Broyne, Filkins, Broadwell otherwise Bradwell, Kencott, Clanfield, Broughton Poggis, Radcot, Grafton, Kelmscott, Alvescott, and part of Langford, or some of them, in the county of Oxford; Southrop, Kemsford, Dunfield, Whelford, Lechlade otherwise Leachlade, or some of them, in the county of Gloucester; part of Langford, Shilton, Little Farringdon, Farringdon, Colehill, Eaton, Eaton Hastings, Buscott otherwise Buscot, Buscott Wick, part of Waterham Common or Meadow, part of the Great North Meadow, part of Inglesham, or some of them, in the county of Berks; part of Waterham Common or Meadow, part of the Great North Meadow, part of Inglesham, Hannington, Hannington Wick, Highworth, Eastrop, Westrop, Hampton Turville, Castle Eaton, Stanton Fitzwarren, South Marston, Stratton Saint Margaret's, Broad Blunsdon otherwise Blunsdon Saint Leonard, Bury Blunsdon, Blunsdon Saint Andrew, Hyde, Kingsdown, Upper Stratton, Rodbourne Cheney, Moreton, Southbrook, Even Swindon, Swindon, Escott otherwise Eastcott, Westlecott, or some of them, in the county of Wilts, and terminating by an independent terminus, or by a junction with the line of the Great Western Railway at or near the present Swindon Station of the said Great Western Railway, in, at, or near a certain garden or garden ground belonging to the Great Western Railway Company, and in the occupation of Christopher Hill, in the tything of Escott or Eastcott, in the parish of Swindon, in the said county of Wilts.

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

iences, or to join and concur with any other company or companies, body or bodies, or persons in so doing, and to subscribe thereto, and take shares therein respectively, and for that purpose to repeal, alter, vary, amend, enlarge, and extend the powers and provisions of a certain Act of Parliament, passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from Bristol to join the London and Birmingham Railway near London, to be called the Great Western Railway, with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts," or any subsequent Act or Acts relating to the Great Western Railway, or so much and such parts thereof as may be necessary and expedient in reference thereto.

And notice is hereby given, that it is proposed by the said intended Act or Acts to obtain powers to levy, collect, and take certain tolls, rates, and duties, on and for the use of the said railway works and conveniences, and to alter any existing rates, tolls, and duties, or otherwise, and to grant, confer, vary, and extinguish such exemptions from the payment of such tolls, rates, and duties, or any other rights and privileges as such company shall think fit; and with power also of entering into and carrying into effect arrangements with the Great Western Railway Company, or with any other company, with reference to the construction and future working of the said intended railway and works, or any part thereof, or for leasing or selling the same, or any part thereof, with all or any of the powers of the said company, to be incorporated as aforesaid in reference thereto to the said company, upon such terms and conditions as may be mutually agreed upon; and to enable the said Great Western Railway Company, or any such other company as aforesaid, and also to enter into, and carry into effect any such arrangements; and with the objects last aforesaid it is proposed to amend and enlarge, as far as may be necessary, the powers and provisions of the said Act or Acts of Parliament relating to the Great Western Railway.

And notice is also hereby given, that it is proposed by the said intended Act or Acts, to take or obtain powers for the compulsory purchase of lands and houses, tenements and hereditaments, and other property, and that it is also intended to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings, tenements, and hereditaments, and other property so proposed or intended 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 works and conveniences, and to confer other rights and privileges, and also to deviate laterally in the construction of the said railway and works to such extent and within such limits as will be shown or marked on the plans thereof, to be deposited in pursuance of the standing orders of Parliament, as after mentioned.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to take power to stop up, cross, alter, or divert within the several counties, cities, boroughs, towns, parishes, chapelries, townships, hamlets, townlands, extra-parochial, and other places aforesaid, or some or one of them, all

such turnpike roads, parish roads, and other highways, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary and expedient to stop up, cross, alter, and divert, for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said railway to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to take power to raise capital or money for all or any of the purposes aforesaid.

And notice is hereby also given, that duplicate plans and sections of the said railway and other works, describing the line or situation thereof, and the lands in or through which the same shall be made and maintained, varied, extended, or enlarged, 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, on or before the twenty-ninth day of November, in the present year, with the clerk of the peace of the said county of Oxford, at his office situate in the city of Oxford; and with the clerk of the peace of the said county of Berks, at his office situate in Abingdon, in Berkshire; and with the clerk of the peace of the said county of Gloucester, at his office situate in Dursley, in Gloucestershire; and with the clerk of the peace for the said county of Wilts, at his office situate in Wilton, in the said county of Wiltshire; and that a copy of so much of the said plans and sections and books of reference as relates to each of the parishes in or through which the said proposed railway and works is or are intended to be made and maintained, varied, extended, or enlarged, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively, at their respective residences.

Notice is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, with all proper tunnels, bridges, works, and conveniences connected therewith, commencing by an independent terminus or by a junction with the line of the Great Western Railway, at or near the Swindon Station of the said Great Western Railway, in the parish of Swindon, in the county of Wilts, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial, and other places following, that is to say, Moredon, Southbrook, Even Swindon, Swindon, Escott or Eastcott, Westlecott, Lyddiard Tregoze, Salthrop, Overtown, Elcomb, Wroughton Chiseldon, Ufcott or Ufcott, Broad Hinton, Winterbourne Bassett, Barwick Bassett otherwise Berwick Bassett, Prushute, Winterbourne Monkton, Avebury, Beckhampton, West Kennett, East Kennett, West Overton, Horton, Hewish otherwise Huish, Draycot otherwise Draycot Foliatt, East Stowell, West Stowell, Alton Priors, East Overton, Alton Barnes otherwise Alton Berners, Stanton Saint Bernard, All Cannings, Honey Street, Woodborough, Wilcot, Beechingstoke otherwise Beachingstoke otherwise Beauchamp Stoke, Broad Street, Gore, Bottlesford, Hilcot, Patney, Cherrington

otherwise Churton otherwise Chirton; Marden, Newton otherwise North Newton otherwise North Newtown, Manningford Abbots, Manningford Bruce, Manningford Bohun, Wilvelsford otherwise Wilsford otherwise Wilsford Dauntsey, Charlton, Rushall, Uphavon, Chisenbury, Compton, Littlecot, Enford, Long Street, Combe, Fifield, Haxton, Netheravon, Figheldean, Ablington, Milston and Brigrmerston, Durrington, Bulford, Great Amesbury, Little Amesbury, Wilsford, Lake, Great Durnford, Upper Woodford, Netton, Salterton, Newton, Middle Woodford, Little Woodford, Little Durnford, Avon, Old Sarum, Stratford-under-the-Castle, Winterborne Gunner, Winterbourne Dauntsey, Winterborne Earls, Hurcott, Ford, Milford, near Salisbury, Bemerton near Salisbury, Fisherton Anger near Salisbury, Laverstock, Saint Thomas, in the city of New Sarum, Saint Edmunds, in the city of New Sarum, Saint Martins, in the city of New Sarum, the liberty or parish of the Close of the Cathedral Church of Sarum, or some of them, in the county of Wilts, and terminating at or near a certain field at the extremity of Milford Street, and in the occupation of the executors of Samuel Jones (deceased), in the tything of Milford, in the parish of Laverstock, in the said county of Wilts; and also to authorize the construction and maintenance of a branch railway from and out of the said intended new railway, with all proper tunnels, bridges, works, and conveniences connected therewith, commencing at or near the terminus of the said intended railway, in the parish of Laverstock aforesaid, in the said county of Wilts, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial, and other places following, that is to say, Laverstock, Saint Thomas, in the city of New Sarum, Saint Edmunds, in the city of New Sarum, Saint Martins, in the city of New Sarum, the liberty or parish of the Close of the Cathedral Church of Sarum, Milford, Clarendon Park, Britford, East Harnham, Longford Alderbury, West Grimstead, East Grimstead, Nunton, Whaddon, Bodenham, Charlton Standlineh Downton, Redlinch, South Damerham, or some of them, in the said county of Wilts; North Charford, South Charford, Hale, Breamore, Godshill, Fordingbridge, Rockbourne, Gorley, Bicton, Griddlestile Stuckton Hyde and Frogham, Burgate, Midgham, The Town Tything, Harbridge, South Gorely, Linford, Linwood otherwise Lynwoods, Ibbesley otherwise Ibsley, Ellingham, Godshill Wood, New Grounds and Ashley Lodge, Rockford, North Ashley, Ringwood Town, Bistern and Crow, Ringwood, Kingstone otherwise Kingston, Bistern and Bartley, Eling, Bistern, Burley with Bistern Closes Ville, Hurn otherwise Herne, Westover, Avon, Ripley, Sopley, East Parley, Parley, Longham, Bure, Winton, Burton, Street, Christchurch otherwise Christchurch Tuynham, Christchurch, Muscliff, Holdenhurst, Throop, or some of them, in the county of Southampton; Longham, Hampreston, Holwell, Alderholt, West Parley, Knighton, Kinson otherwise Kingstone, Lytchett Matravers, Cranborne, Edmonaham, Verwood otherwise Fairwood, Lytchett Minster, Canford Magna otherwise Great Canford, part of Parkstone, part of Longfleet, part of Hamworthy, or some of them, in the county of Dorset; part of Hamworthy,

part of Parkstone, part of Longfleet, Saint James, or some of them, in the town and county of Poole, and terminating at, in, or near a certain pasture-field, known by the name of Baiter Field, in the parish of Saint James, in the said town and county of Poole.

And also to authorize the construction and maintenance of another branch railway from and out of the said intended new line of railway, with all proper bridges, tunnels, works, and conveniences connected therewith, commencing at or near a certain field called by the name of the Tyler's Field, in the parish of Stanton Saint Bernard, in the said county of Wilts, thence passing from, in, through, or into the several parishes, chapelries, townships, hamlets, townlands, and extra-parochial and other places following, that is to say, East Overton, Honey Street, Woodborough, Alton Priors, Alton Barnes otherwise Alton Berners, Beechingstoke otherwise Beachingstoke otherwise Beauchamp Stoke, All Cannings, Stanton Saint Bernard, Allington, Etilhampton, Bishop's Cannings, Horton, Coate, Saint James, The Blessed Virgin Mary, in the borough of Devizes, Saint John the Baptist, in the borough of Devizes, or some of them, in the county of Wilts, and terminating at, in, or near a place known by the name of the Devizes Green, in the chapelry of Saint James, in the parish of Bishop's Cannings, within the borough of Devizes, in the said county of Wilts.

And notice is hereby further given, that it is intended by the said Act or Acts to incorporate a company for the purpose of executing and carrying into effect the said proposed railway, branch railways, works, and conveniences, or to join and concur with any other company or companies, body or bodies, or persons, in so doing, and to subscribe thereto and take shares therein respectively, and for that purpose to repeal, alter, vary, amend, enlarge, and extend the powers and provisions of a certain Act of Parliament passed in the sixth year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a Railway from Bristol to join the London and Birmingham Railway near London, to be called the Great Western Railway, with branches therefrom to the towns of Bradford and Trowbridge, in the county of Wilts; or any subsequent Act or Acts relating to the Great Western Railway, or so much, and such parts thereof, as may be necessary and expedient in reference thereto.

And notice is also hereby given, that it is proposed by the said intended Act or Acts to obtain powers to levy, collect, and take certain tolls, rates, and duties, on and for the use of the said railway, branch railways, works, and conveniences, and to alter any existing rates, tolls, and duties, and otherwise; and to grant, confer, vary, and extinguish such exemptions from the payment of such tolls, rates, and duties, or any other rights and privileges as such company shall think fit, and with powers also of entering into, and carrying into effect, arrangements with the Great Western Railway Company, or with any other company, with reference to the construction and future working of the said intended railway, and branch railways and works, or any part thereof, or for leasing or selling the same, or any part thereof, with all or any of the powers of the said company, to be incorporated as aforesaid, in

reference thereto to the said company, upon such terms and conditions as may be mutually agreed upon, and to enable the said Great Western Railway Company, or any such other company as aforesaid, also to enter into and carry into effect any such arrangements, and with the objects last aforesaid it is proposed to amend and enlarge, as far as may be necessary, the powers and provisions of the said Act or Acts of Parliament relating to the Great Western Railway.

And notice is also hereby given, that it is proposed by the said intended Act or Acts to take or obtain powers for the compulsory purchase of lands and houses, tenements and hereditaments, and other property; and that it is also intended to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands, houses, and buildings, tenements, and hereditaments, and other property so proposed or intended to be purchased or taken, or which would in any manner impede or interfere with the constructions, maintenance, or use of the said intended railway, branch railways, works, and conveniences, and to confer other rights and privileges, and also to deviate laterally in the construction of the said railway, branch railway, and works, to such extent, and within such limits, as will be shown or marked on the plans thereof, to be deposited, in pursuance of the said orders of Parliament, as after mentioned.

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

And further notice is hereby given, that it is proposed by the said intended Act or Acts, to take power to raise capital or money for all or any of the purposes aforesaid.

And notice is hereby also given, that duplicate plans and sections of the said railway, branch railways, and other works, describing the line or situation thereof, and the lands in or through which the same shall be made and maintained, varied, extended, or enlarged, 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 on or before the twenty-ninth day of November in the present year, with the clerk of the peace of the said county of Wilts, at his office, situate at Wilton, in the said county of Wilts; with the clerk of the peace for the city of Salisbury, at his office, situate at the said city of Salisbury, in the county of Wilts; and with the clerk of the peace of the said county of Southampton, at his office, situate at Winchester, in the county of Southampton; and with the clerk of the peace of the county of Dorset, at his office, situate in Sherborne, in

the said county of Dorset; and with the clerk of the peace for the town and county of Poole, at his office, situate in Poole aforesaid; and with the clerk of the peace for the borough of Devizes, at his office, situate in Devizes aforesaid; and that a copy of so much of the said plans and sections and books of reference as relate to each of the parishes in or through which the said proposed railway, branch railways, and works is or are intended to be made and maintained, varied, extended, or enlarged, will be deposited, on or before the thirty-first day of December next, with the parish clerk of such parishes respectively at their respective residences.

Dated this fifth day of November, 1845.

W. B. James,

Solicitor to the Company.

Parratt and Walmisley,

Parliamentary Agents.

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 provisions of an Act passed in the sixth and seventh years of the reign of Her present Majesty, intituled, "An Act to enable the South-Eastern Railway Company to make a Branch Railway to the Town of Maidstone," and also another Act passed in the seventh and eighth years of the reign of Her said present Majesty, intituled, "An Act to enable the South-Eastern Railway Company to complete and maintain a Branch Railway and Approach to the Harbour of Folkestone, and to construct other Works in connexion with the said Harbour, and also to effect certain Alterations and Extensions of the Works of the Maidstone Branch of the said South-Eastern Railway, and to amend the Acts relating to the said Company," and also to authorize the construction and maintenance of the railway or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, that is to say, a railway or railways commencing at or near the station of the South-Eastern Railway Company, at Maidstone, in the parish of Maidstone, in the county of Kent, and terminating by a junction with the Gravesend and Rochester Railway and Canal, in the parishes of Frindsbury, Strood, and Higham, or one of them, in the same county; which said proposed railway or railways, works and conveniences, is or are intended to pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Maidstone, Allington, Aylesford, Ditton, East Malling, New Hithe, Snodland, Padlesworth, Birling, Ryarsh, Burham, Woldham, Leybourne, Cuxton, Lower Halling, Strood, Higham, and Frindsbury, in the county of Kent.

And it is proposed, by the said intended Act or Acts, to authorize certain alterations of the levels of the South-Eastern and Maidstone Branch Railway, and the works connected therewith, and the mode of construction thereof, as authorized by the before-mentioned Acts relating thereto, within the said parish of Maidstone.

And it is further proposed, in and by such intended

Act or Acts, to obtain powers enabling the South-Eastern Railway Company, or any other company, who may be authorized to carry the said intended undertaking into effect, to purchase or rent and work and use the canal, railway, lands and works known as the Gravesend and Rochester Railway and Canal, and all rights, powers, and privileges of the company of proprietors of the said last-mentioned canal, railway, and works in relation thereto, and to enable such company of proprietors to sell and transfer or lease the same to the said South-Eastern Railway Company, or such other company as aforesaid, and to enable the said South-Eastern Railway Company, or the company who may be so authorized as aforesaid, and the said company of proprietors respectively, to enter into mutual agreements and arrangements for the joint or several use and occupation by the South-Eastern Railway Company of the said line of railway and canal.

And it is also intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said canal and railway passed respectively in the session of the thirty-ninth and fortieth, and forty-fourth, fiftieth, and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth years of the reign of Her present Majesty, and, if need be, to dissolve the said company of proprietors.

And it is proposed to take power, by the said intended Act or Acts, to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert for the purpose of constructing, maintaining, and using the said intended railway or railways and works respectively.

And it is also intended, by the said Act or Acts, to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways and works.

And it is further proposed to vary or extinguish all existing rights and 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 it is further proposed, in and by such intended Act or Acts, to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended new railway or railways, and sections of the said intended alterations in the levels of the said South-Eastern and Maidstone Branch Railway, and

the lands to be taken for the before-mentioned purposes, 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 Kent, at his office in Maidstone; with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes through or in which the said intended railway or railways, works and alterations will 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 at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences, connected therewith, that is to say, a railway or railways commencing by a junction or two separate junctions with the railway known as the South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parishes of Harbledown, Saint Dunstan's, and Holy Cross Westgate, or some or one of them, in the county of the city of Canterbury and in the county of Kent, or one of them, and terminating by a junction with the South-Eastern Railway in the parish of Hougham, and also terminating at another point near Castle Street, in the parish of Saint James Dover, in the county of Kent; which said proposed railway or railways, works, and conveniences is or are intended to pass or be made from, through, in, or into the several parishes, townships, and extra-parochial, or other places, or some of them, following, that is to say, Harbledown, Holy Cross Westgate, Saint Dunstan's, Saint Mildred, Thanington, Saint Peter, Saint Paul, Saint Mary Bredin, Nackington, Patricbourne, Bridge, Bishopsbourne, Kingston, Barham, Denton, Wootton, Lydden, Ewell, River, Buckland, Poulton, Charlton, Saint James Dover, Saint Mary Dover, The Liberties of Dover Castle, East Cliffe, and Hougham, or some of them, in the county of the city of Canterbury and the county of Kent, or one of them. And it is proposed to take power by the said intended act or acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways as it may be necessary to stop up, alter, or divert for the purpose of constructing, maintaining, or using the said intended railway or railways and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways and works.

And it is further proposed to vary and extinguish all existing rights and 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 it is further proposed in and by such intended Act or Acts, to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, and the lands to be taken for the purposes thereof, and of the works connected therewith, 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 Kent, at his office in Maidstone; with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of Sussex, at his office in Lewes; and with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or several Acts, under which, or some of them respectively, it is proposed to enlarge some of the powers, and to amend some of the provisions, of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty; and also to enlarge some of the powers, and to amend some of the provisions of an Act passed in the third and fourth years of the reign of

Her said present Majesty, intituled "An Act to enable the London and Croydon Railway Company to provide additional Station Room at the Terminus of the London and Greenwich Railway, in the parish of Saint Olave, and for other purposes relating thereto;" and also to enlarge some of the powers, and to amend some of the provisions, of an Act passed in the sixth and seventh years of the reign of Her said present Majesty, intituled "An Act to enable the South-Eastern Railway Company, in conjunction with the London and Croydon Railway Company, to make a Railway from the London and Croydon Railway to Swan Street, near the Bricklayers' Arms, in the Old Kent Road, and to provide a New Station there."

And it is proposed in and by such intended Act or Acts to obtain powers enabling the South-Eastern Railway Company to purchase, or rent, and work, and use the canal, railway, lands, and works, known as the Gravesend and Rochester Railway and Canal, and all rights, powers, and privileges of the company of proprietors of the said last-mentioned canal, railway, and works, in relation thereto, and to enable such company of proprietors to sell and transfer, or lease, the same to the said South-Eastern Railway Company, and also to enable the said two companies to enter into, and carry into effect, such mutual agreements and arrangements with reference to the use and occupation by the South-Eastern Railway Company of the line of railway constructed by the said company of proprietors, and either jointly with them or separately, as they may deem expedient.

And it is also intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said canal and railway, passed respectively in the session of the thirty-ninth and fortieth, and forty-fourth, fiftieth and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth years of the reign of Her present Majesty, and, if need be, to dissolve the said company of proprietors.

And by the Act or Acts so to be applied for it is intended to authorize the South-Eastern Railway Company to increase their capital for the general purposes of the said company, and for the purpose of purchasing the Gravesend and Rochester Railway and Canal, and also for the purpose of executing, purchasing, or contributing towards the execution of the several railways hereinafter mentioned, or some of them, or some part or parts thereof, and the works connected therewith respectively, that is to say,—

• A railway commencing from, or from near, the south-west side of the Waterloo Road, near to the York Road, in the parish of Lambeth, in the county of Surrey, and terminating by a junction with the London and Greenwich Railway at or near the point where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary, Rotherhithe, and Saint Paul, Deptford, in the county aforesaid, and Saint Paul, Deptford, in the county of Kent, or some or one of them.

• Another railway commencing at or near the point on the London and Greenwich Railway, where the same crosses the Grand Surrey Canal aforesaid, and termi-

nating by a junction with the South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chilham, in the said county of Kent.

• Another railway commencing out of the last-mentioned intended railway, in the parishes of Saint Paul, Deptford, Greenwich, and Lewisham, or one of them, and terminating at Dartford, in the said county of Kent.

• Another railway commencing from and out of the London and Greenwich Railway at or near Deptford Creek, and terminating by a junction with the last-mentioned intended railway, in the parishes of Greenwich and Charlton next Woolwich, or one of them, in the said county of Kent.

• Another railway commencing at the same point as the secondly above described intended railway, and terminating at and by a junction with the South-Eastern Railway, in the parish of Great Chart, in the county of Kent; and by a junction with the same railway and the Tunbridge Wells Branch thereof, in the parish of Tunbridge, in the said county of Kent.

• Another railway in continuation of the Tunbridge Wells Branch of the South-Eastern Railway from Tunbridge Wells, and terminating by three separate junctions with the Hastings, Rye, and Ashford Extension of the Brighton, Lewes, and Hastings Railway, in the parishes of Saint Leonard and Guestling, in the county of Sussex.

• Another railway commencing at or near the Reigate Station of the South-Eastern Railway, and terminating at or near the town of Dorking, in the county of Surrey.

• Another railway commencing at or near the Maidstone station of the Maidstone Branch of the South-Eastern Railway at Maidstone, and terminating by a junction with the Gravesend and Rochester Railway and Canal, in the parishes of Frindsbury, Strood, and Higham, or one of them, in the county of Kent.

• Another railway commencing by a junction with the South-Eastern, Canterbury, Ramsgate, and Margate Railway, at or near the city of Canterbury, and terminating at or near the town of Dover in the county of Kent.

• Another railway commencing by a junction with the said South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chislet, and terminating by a junction with the same railway, in the parish of Saint John the Baptist, Thanet, in the said county of Kent.

• And another railway commencing at or near the Godstone Station, of the South-Eastern Railway, in the parish of Tandridge, in the county of Surrey, and terminating at or near the town of East Grinstead, in the county of Sussex.

And it is also proposed by the said intended Act or Acts to enable the said South-Eastern Railway Company to purchase or lease and use and to execute or to contribute towards the execution of any railway or railways as they may consider advantageous to their interests, and also to revive the powers of the said South-Eastern Railway Company with regard to the compulsory purchase of land for the purposes of the said South-Eastern Railway, in the parishes of Hever,

Chiddingstone, and Marden, in the county of Kent; and also to enable the said company to construct an additional station in connection with the said South-Eastern Railway, in the parishes of Willesborough and Ashford, or one of them, and to purchase, by compulsion or agreement, such lands as may be necessary for the same, and also certain other lands in the parish of Folkestone and township of Folkestone, or one of them, required for the purposes of the said undertaking, plans of which intended station and the lands proposed to be taken for the purposes aforesaid, 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 Surrey, at his office in Lambeth; with the clerk of the peace for the county of Sussex, at his office in Lewes; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Kent, at his office in Maidstone; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended works will be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith and approaches thereto, in continuation of the Tunbridge Wells Branch of the South-Eastern Railway, that is to say, a railway or railways commencing at or near Cripps' Nursery, in the parish of Tunbridge, in the county of Kent, and terminating by three separate junctions with the Hastings, Rye, and Ashford Extension of the Brighton, Lewes, and Hastings Railway, one of such junctions in the parish of Saint Leonard, one other of such junctions near Leltham Farm, in the parish of Guestling, and one other of such junctions near Lidham Hill Farm, in the said parish of Guestling, all in the county of Sussex; which said proposed railway or railways and works is or are intended to pass or be made through, in, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Tunbridge, Tunbridge Wells, and Frant, in the county of Kent; Tunbridge Wells, Frant, Wadhurst, Rotherfield, Mayfield, Ticehurst, Burwash, Etchingam, Salehurst, Robert's Bridge, John's Cross, Mountfield, Brighting, Vinehall, Wartington otherwise Whatlington, Battle, Catsfield, Crowhurst, Bexhill, Hollington, Saint Leonard, Saint Mary Bulverhithe, Saint Mary Magdalen Hastings, The Holy Trinity Hastings, Saint Mary in the Castle Hastings, Saint Michael Hastings, Saint Andrew Hast-

ings, Ore, Guestling, Fairlight, Pett, Westfield, Sedlescomb, Brede, Udymer and Icklesham, in the county of Sussex, and to ratify and confirm all such powers as may have been exercised in reference to the formation of any portion of the said railway.

And it is proposed to take power by the said intended Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike or other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining; or using the said intended railway or railways and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said intended railway or railways and works.

And it is further proposed to vary or extinguish all existing rights and 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 it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, and the lands to be taken for the purposes thereof, and of the works connected therewith, 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 Surrey, at his office in Lambeth; with the clerk of the peace for the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 railways and branch railways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing at or near the point on the London and Greenwich Railway, where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary Rotherhithe, and Saint Paul Deptford, in the county of Surrey; and Saint Paul Deptford, in the county of Kent, or some or one of them, and terminating at and by a junction with the South-Eastern Railway in the parish of Great Chart, in the county of Kent; which said proposed railway or railways and works is or are intended to pass or be made through, in, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Mary Rotherhithe and Saint Paul Deptford, in the county of Surrey; Saint Paul Deptford, Saint Nicholas Deptford, Greenwich, Saint Alphage Greenwich, Blackheath, Lewisham, Lee, Southend, Sydenham, Beckenham, Plaistow, Sundridge, Bromley, Mason's Hill, Hayes, Chiselhurst, Saint Paul's Cray, Saint Mary's Cray, Orpington, Farnborough, Green Street Green, Chelsfield, Cudham, Down, Crofton, Keston, Knockholt, Halstead, Shoreham, Lullingstone, Lullingstane, Filton, Sepham, Otford, Chevening, Chipstead, Heversham, Kemsing, Seal, Sevenoaks, Riverhead, Chart, Woodlands, Ightham, Oldborough, Borough Green, Nepicarcum Wrotham, Wrotham, Addington, Offham, Trotterscliff, Ryarsh, Birling, Mereworth, Leybourne, West Malling, Mill Street, Larkfield, Ditton, East Malling, Aylesford, Allington, Barming, Maidstone, Little Buckland, Buckland, Boxley, Maginford, Weaving Street, Bersted, Debting, Thurnham, Otham, Leeds, Hollingbourne, Broomfield, Ulcombe, Harriets-ham, Lenham, Witchling, Boughton-Malherbe, Charing, Egerton, Little Chart, Pluckley, Hothfield, and Great Chart, in the county of Kent.

Also a branch railway diverging from and out of the said intended new railway or railways, in the parishes of Ightham and Wrotham, or one of them, in the said county of Kent; passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ightham, Oldborough, Borough Green, Seal, Sevenoaks, Ivy Hatch, Plaxtole cum Wrotham, Wrotham, Dunks Green, Shipbourne, Little Peckham, West Peckham, East Peckham, Mereworth, Hadlow, and Tunbridge, or some of them, in the county of Kent, and terminating by a junction with the South-Eastern Railway, and also with the Tunbridge Wells Branch thereof, or with one of them, near the Tunbridge station of the said South-Eastern Railway, in the parish of Tunbridge.

And also a branch railway diverging from and out of the said first-mentioned intended new railway or railways, in the said parish of Otford, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Otford, Kemsing, Seal, Chevening, Chipstead, Riverhead, and Seven-

oaks, or some of them; in the county of Kent, and terminating at or near Riverhead, in the said parish of Sevenoaks.

And it is proposed to take powers by the said intended Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways, branch railways, and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways, branch railways and works.

And it is further proposed to vary or extinguish all existing rights and 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 it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railways and branch railways, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of Sussex, at his office in Lewes; and with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways, branch railways, and works respectively will 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, at their respective places of abode.

Dated this 1st day of November, 1845.

John P. Fearon,
Temple.

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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith and approaches thereto, that is to say, a railway or railways commencing by a junction with the South-Eastern Railway near Tandridge Lane, in the parishes of Tandridge and Crowhurst, or one of them, in the county of Surrey, and terminating at or near the town of East Grinstead, in the parish of East Grinstead, in the county of Sussex, which said proposed railway or railways, works, and conveniences, is or are intended to pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Godstone, Tandridge, Oxted, Crowhurst, Horne, Lingfield, and East Grinstead, in the county of Surrey; and Lingfield and East Grinstead, in the county of Sussex.

And it is proposed to take power by the said intended Act or Acts, to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets; highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways and works.

And it is further proposed to vary or extinguish all existing rights and 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 it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given; that plans and sections, describing the line and levels of the said intended railway or railways, and the lands to be taken for the purposes thereof, and of the works connected therewith, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, or or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the

clerk of the peace for the county of Kent, at his office in Maidstone; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 railways and branch railways and tramways hereinafter mentioned, or some or one of them, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing at or near the point on the London and Greenwich Railway, where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary Rotherhithe and Saint Paul Deptford, in the county of Surrey, and Saint Paul Deptford, in the county of Kent, or some or one of them, and terminating at, and by a junction with the railway known as the South Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chilham, and county of Kent, which said proposed railway or railways, works, and conveniences, is, or are intended to pass, or be made from, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Mary Rotherhithe and Saint Paul Deptford, in the county of Surrey; Saint Paul Deptford, Saint Nicholas Deptford, Greenwich, Saint Alphage Greenwich, Blackheath, Lewisham, Lee, Charlton next Woolwich, Kidbrook, Upper Kidbrook, Lower Kidbrook, Woolwich, Southend, Eltham, Mottingham, Bexley, Hurst, Halfway Street, Sidcup, Chiselhurst, Bridgend, Upton, Blendon, Crayford, North End, Slade Green, Dartford, Stone near Dartford, Wilmington, Swanscombe, Greenhithe, Northfleet, Southfleet, Betsom, Gravesend, Milton next Gravesend, Ifield, Denton, Chalk, Shorne and Merston, Higham, Higham Upshire, Cliffe, Cooling, Frindsbury, Hoo, Strood, Rochester, Saint Margaret Rochester, Saint Nicholas Rochester, Chatham, Brompton, Gillingham, Grange, Lidsing, Rainham, Upchurch, Ewer Halstow, Iwade, Bobbing, Milton next Sittingbourne, Borden, Hartlip, Sittingbourne, Tunstall, Tonge, Bapchild, Rodmersham, Lynsted, Murston, Newington next Sittingbourne, Teynham, Buckland, Stone next Faversham, Luddenham, Ore, Norton, Davington, Ospringle, Faversham, Faversham in Liberty, Faversham out Liberty, Goodnestone next Faversham, Preston next Faversham, Boughton under Blean, Boughton, Durrkirk, Selling, Chartlam, Badlesmere, Sheldwick, and Chilham, in the county of Kent.

Also a railway or railways, commencing from and

out of the said first-mentioned intended railway or railways, in the parishes of Saint Paul, Deptford, Greenwich, and Lewisham, or one of them, in the county of Kent, and terminating by a junction with the first-mentioned intended railway or railways, near to the town of Dartford, in the parish of Dartford, in the same county, which said last-mentioned intended railway or railways will pass from, through, or into, the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Paul Deptford, Greenwich, Saint Alphage Greenwich, Lewisham, Charlton next Woolwich, Kidbrook, Lower Kidbrook, Upper Kidbrook, Woolwich, Plumstead, East Wickham, Erith, Beadonwell, Lessness Heath, Picardy, Northumberland Heath, Bexley, Bridgend, Upton, Blendon, Crayford, North End, Slade Green, and Dartford, in the said county of Kent.

Also a railway or railways commencing from and out of the London and Greenwich Railway, at or near Deptford Creek, in the parishes of Saint Paul Deptford and Greenwich, or one of them, in the county of Kent, passing through or into the parishes of Saint Paul Deptford, Greenwich, and Charlton next Woolwich, some, or one of them, in the said county of Kent, and terminating by a junction with the secondly-mentioned intended railway in the said parishes of Greenwich and Charlton next Woolwich, or one of them, in the said county of Kent.

Also a branch railway or railways commencing from and out of the said first-mentioned intended railway or railways in the parish of Lower Halstow in the county of Kent, and terminating at or near to Sheerness, in the parish of Minster-in-Sheppy, in the Isle of Sheppy, in the county of Kent, which said branch railway or railways will pass from, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them; that is to say, Lower Halstow, Upchurch, Iwade, Eastchurch Minster in Sheppy, Queenborough, the Borough of Quinborowe, Miletown, Bluetown, Banks Town, and Sheerness, in the said county of Kent.

Also a branch railway or railways, tramway or tramways, commencing from and out of the said first-mentioned intended railway or railways, in the parish of Preston next Faversham, and terminating on Faversham Creek, at or near a place, called Foreman's Hard, and also near to the Sluice Bridge, in the Parish of Faversham, and which said last-mentioned branch railway or railways, tramway or tramways, will pass from, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them; that is to say, Preston next Faversham, Faversham, Faversham in Liberty, and Faversham out Liberty, in the county of Kent.

And it is further proposed in and by such intended Act or Acts to obtain powers enabling the South-Eastern Railway Company, or other the company who may be authorized to carry the said proposed undertaking or any part thereof into effect, to purchase or rent, and work and use the canal, railway, lands, and works known as the Gravesend and Ro-

chester Railway and Canal, and all rights, powers, and privileges of the company of proprietors of the said last-mentioned canal, railway, and works in relation thereto, and for adapting the same to the purposes of the said first-mentioned intended railway or railways, and to enable the said company of proprietors to sell or lease and transfer the same to the said South-Eastern Railway Company, or such other company as aforesaid, and to enable the said South-Eastern Railway Company or the company who may be so authorized as aforesaid, and the said company of proprietors respectively to enter into mutual agreements and arrangements for the joint or several use and occupation of the said line of railway and canal.

And it is also intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said canal and railway, passed respectively in the session of the thirty-ninth and fortieth, and forty-fourth, fiftieth and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth years of the reign of Her present Majesty, and, if need be, to dissolve the said company of proprietors.

And it is proposed to take power by the said intended Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways, branch railways, tramways, and works respectively.

And it is also intended by the said Act or Acts or take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways, branch railways, tramways, and works.

And it is further proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or with the said Gravesend and Rochester Railway and Canal, 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 it is further proposed in and by such intended Act or Acts, to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed railway or railways, and branch railways or tramways, or some of them, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway or railways, and branch railways or tramways, and the lands to be taken for the purposes

thereof, and of the works connected therewith, 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 Surrey, at his office in Lambeth; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; with the clerk of the peace for the county of Sussex, at his office in Lewes; and with the clerk of the peace for the county of Kent, at his office in Maidstone; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways, branch railways or tramways and works respectively, will 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, at their respective places of abode.

Dated this 1st day of November, 1845,

John P. Fearon, Temple.

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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing from and out of the line of the South-Eastern, Canterbury, Ramsgate, and Margate Railway, in the parish of Chislet, in the county of Kent, and terminating at or near a certain public house, called Buenos Ayres, in the parish of Saint John the Baptist Thanet, in the said county of Kent, which said proposed railway or railways, works and conveniences is or are intended to pass or be made from, in, through, or into the several parishes, townships and extra-parochial or other places, or some of them, following, that is to say, Chislet, Sarr, Saint Nicholas at Wade, Monckton, Wood otherwise Acol, Birchington, Minster in Thanet, and Saint John the Baptist Thanet, in the county of Kent.

And it is proposed to take power by the said intended Act or Acts to stop up, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers and railways, as it may be necessary to stop up, alter or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways and works.

And it is further proposed to vary or extinguish all existing rights and 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 it is further proposed in and by such intended

Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company, and with powers to the last-mentioned company to purchase or rent and to use and work the same.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway or railways, and the lands to be taken for the purposes thereof, and of the works connected therewith, 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 of the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of Surrey, at his office in Lambeth; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex at his office in Lewes; and a copy of so much of the said plans, sections and books of reference as relates to each of the parishes through or in which the said intended railway or railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing by a junction with the South-Eastern Railway at or near the Reigate station of the same railway in the parishes of Gatton, Reigate, and the Foreign of Reigate, or one of them, in the county of Surrey, and terminating at or near the town of Dorking, in the parish of Dorking, in the same county, which said proposed railway or railways, works and conveniences, is or are intended to pass or be made from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Reigate, Foreign of Reigate, Borough of Reigate, Linkfield Street, Hooley Borough, Santon Borough, Colley Borough, Buckland, Betchworth, and Dorking, in the county of Surrey.

And it is proposed to take power by the said intended Act or Acts to stop up, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, and railways, as it may be necessary to stop up, alter or divert for the purpose of

constructing, maintaining or using, the said intended railway or railways, and works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls and duties in respect of the use of the said proposed railway or railways, and works.

And it is further proposed to vary or extinguish all existing rights and 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 it is further proposed in and by such intended Act or Acts to empower the South-Eastern Railway Company, either alone or jointly with the London and Brighton Railway Company, or with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South-Eastern Railway Company and to the London and Brighton Railway Company, or either of them, and with powers to the last-mentioned companies respectively, or either of them, to purchase or rent, and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, and the lands to be taken for the purposes thereof, and of the works connected therewith, 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 Surrey, at his office in Lambeth; with the clerk of the peace for the county of Kent, at his office in Maidstone and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through or in which the said intended railway or railways, and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon,
Temple.

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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, and approaches thereto, that is to say, a railway or railways commencing from or from near the southwest side of the Waterloo Road, near to the York Road, in the parish of Lambeth, in the county of Surrey, to the station of the branch railway belonging to the South Eastern Railway Company, known as the Bricklayers' Arms Branch, in the parish of Saint Mary Magdalen Bermondsey, in the county aforesaid; and from thence to and terminating by a junction with the London and Greenwich Railway, at or near the point where the same crosses the Grand Surrey Canal, in the parishes of Saint Mary

Rotherhithe, and Saint Paul Deptford, in the county aforesaid, and Saint Paul Deptford, in the county of Kent, some or one of them; which said proposed railway or railways, works and conveniences is or are intended to pass or be made from, through, in or into the several parishes, townships, and extra-parochial or other places, next hereinafter mentioned, or some of them, that is to say, Lambeth, Saint John Waterloo, Saint Mark Kennington, Saint Mary Newington, Saint Peter Walworth, Holy Trinity Newington, Saint Giles Camberwell, Saint George Camberwell, Peckham, Hatcham, Saint James Bermondsey, Saint Mary Magdalen Bermondsey, Saint Mary Rotherhithe, Saint Paul Deptford, and Saint George the Martyr Southwark, in the county of Surrey, and Saint Paul Deptford, in the county of Kent.

And it is intended to apply for power in and by the said proposed Act or Acts to raise or lower, and to divert, alter, widen and improve, and also to abandon, so far as may be necessary for the purposes of the said projected undertaking, certain portions of the aforesaid Bricklayers' Arms Branch Railway, in the parishes of Saint Paul Deptford, Saint Giles Camberwell, Saint Mary Rotherhithe, and Saint Mary Magdalen Bermondsey, or some or one of them, in the said county of Surrey, and also certain portions of the said London and Greenwich Railway, and of the London and Croydon Railway, or one of them, or of the works connected therewith, in the parishes of Saint Mary Rotherhithe, and Saint Mary Magdalen Bermondsey, and Saint Paul Deptford, or some or one of them, in the county of Surrey, and Saint Paul Deptford, in the county of Kent.

And it is proposed to take power by the said intended Act or Acts to stop up, raise, lower, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike and other roads, streets, highways, canals, streams, sewers, pipes, aqueducts, rivers and railways, as it may be necessary to stop up, raise, lower, alter or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways and other works respectively.

And it is also intended by the said Act or Acts to take powers for the compulsory purchase of lands and houses for the purposes aforesaid; and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway or railways and works.

And it is further proposed to vary or extinguish all existing powers, rights and privileges affecting or 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 it is further proposed in and by such intended Act or Acts to empower the South Eastern Railway Company, either alone or jointly with any other company or parties, to undertake the execution of the before-mentioned proposed undertaking, or some part or parts thereof, or otherwise to incorporate a company for carrying the same into effect, with powers to sell or lease the same to the said South Eastern Railway Company, and with

powers to the last-mentioned company to purchase or rent, and to use and work the same.

And notice is hereby further given, that plans and sections describing the line and levels of the said intended railway or railways, and other works hereinbefore mentioned, and the lands to be taken for the purposes thereof, and of the works connected therewith, 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 Surrey, at his office in Lambeth; with the clerk of the peace for the county of Kent, at his office in Maidstone; with the clerk of the peace for the county of the city of Canterbury, at his office in Canterbury; and with the clerk of the peace for the county of Sussex, at his office in Lewes; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes through or in which the said proposed railway or railways, branch railways and works respectively will 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, at their respective places of abode.

Dated this first day of November, 1845.

John P. Fearon, Temple.

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 construct a railway, with all proper works, stations, and other conveniences connected therewith, commencing by means of a junction with the proposed Trent Valley Railway, in the parishes of Colton and Rugeley, or one of them, in the county of Stafford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Colton, Colwich, Bishton, Wolsley, Rugeley, Brereton, Mavesyn Ridware, Hill Ridware, Armitage, Hansacre, Armitage with Hansacre, Longdon, Farewell and Chorley otherwise Farewell with Chorley, Cannock, Cannock Wood, Leacroft, Great Wyrley, Little Wyrley, Hednesford otherwise Hedgford, Norton Canes otherwise Norton under Cannock, Brown Hills, Lichfield, Saint Michael (Lichfield,) Saint Chad or Stowe (Lichfield,) Curborough, Elmhurst, Curborough and Elmhurst, Burntwood, Edial otherwise Edjall otherwise Edgall, Woodhouses, Burntwood Edial and Woodhouses, Hammerwich, Ogle Hay, Pipe, Pipe Hill, Wall, Fulfin otherwise Fulfen, Walsall, the township of the borough of Walsall, the borough of Walsall, the township of the Foreign of Walsall, the Foreign of Walsall, Bloxwich, [Great Bloxwich, Little Bloxwich, Walsall Wood, Shelfield, Wood End, Wolverhampton, Pelsall otherwise Pelshall, Rushall, Shenstone, Little Aston, Catshill, Chesterfield, Footherley, Hilton, Little Hay, Stonnall, Over Stonnall, and Lynn, Lower Stonnall and Thornes, Wood End, Mill Green, Aldridge, Druid Heath,

Great Barr otherwise Perry Magna, otherwise Barr Magna, Daw End, Hardwick, Sneals Green, otherwise Snails Green, Queslet otherwise Questlett otherwise Questley, Handsworth, Perry Barr, otherwise Perry Parva, Perry Bridge, and Oscott, or some of them, in the county of Stafford; Lichfield, Saint Chad, otherwise Stowe (Lichfield,) Saint Michael (Lichfield,) and Pipe Hill, or some of them, in the city and county of the city of Lichfield, or one of them: Sutton Coldfield, Aston, Aston juxta Birmingham, Aston Manor, and Witton, or some of them, in the counties of Warwick and Stafford, or one of them; Sutton Coldfield, Aston, Aston juxta Birmingham, Deritend, Bordesley, Erdington, Aston Manor, Ashted, Saltley, Duddeston, Duddeston cum Nechells, Birmingham, Saint Martin in the borough of Birmingham, Saint Martin Birmingham and Saint George Birmingham, or some of them, in the county of Warwick; and terminating in the parishes of Aston juxta Birmingham and Saint Martin Birmingham, or one of them, in the county of Warwick; or for power to construct so much and such part of such railway as may hereafter be determined on.

And also power to construct a branch railway, with all proper works, stations, and other conveniences connected therewith, diverging from the said before-mentioned railway in the said parish of Aston juxta Birmingham, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Aston, Aston juxta Birmingham, Witton, Aston Manor, Erdington, Duddeston, and Duddeston-cum-Nechells, or some of them, in the county of Warwick; and terminating by means of a junction with the Grand Junction Railway in the said parish of Aston juxta Birmingham, or for power to construct so much and such part of such branch 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 vary or alter all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branch railway, or either of them, or the works, stations, and conveniences connected therewith respectively; and also to authorize junctions with the said before mentioned respective railways, as 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 branch railway; 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 such lands, houses, and other property, 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 branch 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 county of Stafford at Stafford; at the office of the Clerk of the Peace for the said city and county of the city of Lichfield, at Lichfield; and at the office of the Clerk of the Peace for the county of Warwick, at Stratford-upon-Avon, 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, sections, and books of reference as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway and branch railway, or either of them, will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this fourth day of November, 1845.

N. Stevens and Fearon, 1, Gray's Inn Square,
London.

Thomas Brook Bridges Stevens, Tamworth.

The Manchester and Birmingham Continuation
and Welsh 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 a railway, with all proper and convenient stations, erections, bridges, wharfs, landing-places, warehouses, works, communications, approaches and conveniences connected therewith, to commence at or near the terminus of the Manchester and Birmingham Railway, in the township of Crewe, in the parish of Bartholmey, in the county of Chester, and also by a junction with the Grand Junction Railway near the Crewe station thereof, in the township of Monks Coppenthal, in the parish of Church Coppenthal, in the county of Chester; and terminating at or near Mary Street, in the township of Aberystwith and liberties of Aberystwith, in the parish of Llanbadarn-fawr, in the county of Cardigan, in the principality of Wales.

Also a branch railway from and out of the last-mentioned railway, such branch railway to commence at or near Mary Street, in the township of Aberystwith aforesaid; and terminating at the harbour of Aberystwith aforesaid, and which said railway, branch railway and works will pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Bartholmey, Crewe, Haslington, Wybunbury, Basford, Shavington-cum-Gresty, Batherton, Stapeley, Rope, Willaston, Sound, Wistaston, Church Coppenthal, Nantwich, Acton, Monks Coppenthal, Alvaston, Eddlestone, Burland, Baddington, Newhall, Wrenbury-cum-Frith, Broomhall, Woodcot, Baddiley, Audlem, Dodcot-cum-Wilkesley, Smeaton Wood, Marbury, Marbury-cum-Quoisley, Whitchurch, Wirswell, all in the county palatine of Chester; Whitchurch, Chinnel, Blackpark, Hinton, Hollyhurst, Broughall, Doddington, Edgeley,

Alkington, Old Woodhouses, Tilstock, all in the county of Salop; Hanmer, Bronington, Bettlesfield, Malpas, Iscoyd, all in the county of Flint, in the principality of North Wales; Prees, Wixall, Wem, Welsh-Hampton, Ellesmere, Hampton Wood, Old Hardwick, Stocks-Coptiveney, Upper and Lower Ridge, Newens, Birchinlyth, Teachall, Oatley-Newtown and Spinhill, Lee, Colemore, Leneal, Hordley, Whittington, Welsh Frankton, Old Marton, Henelle, Hindford, Halston, Fernhill, Ebnall, Birghill, Selattyn, Porkington, the town of Oswestry, Oswestry, Middleton, the liberties of Oswestry, Weston, Sweeney, Crickheath, Maesbury, Llanforda, Moreton, Llanyblodwell, Llyncllys, Llan-y-mynech, Treprenal, Llyntidman, Kinnerley, Upper Maesbrook, all in the county of Salop; Llan-y-mynech and Carraghofa respectively, in the county of Denbigh; Llan-y-Mynech in the counties of Salop and Denbigh; Llandisilio, Rhantragnwen, Rhynsant, Haughton, Domgay, Llandrinio, Haimwood, Penthrryn Vechan, Penthrryn Vawr, Trederwen, Guildsfield, Burgedin, Rheteskin, Gungrog-fawr, Welsh Town, Buttington, Trewern, Leighton, Hope, Cletterwood, Welch Pool, Welch Town, Trallwingollen, Tyddynprydd, Trehelig, Stredalfedan, Coffronydd, Berriew, Brithdir, Lower Elt, Upper Elt, Vaynor Issa, Garthmill, Trewstwe-wyln, Llandinior, Livior, Keel, Montgomery, Caerhowell, Forden, Bettws, Aberbechan, Llandysil, Bryntalch, Rhandir, Bronywood, Llanmerewig, Llanllachairn, Gwystydd, Scafell, Newtown, Kerry, Dolerw, Moughtre, Penstrowed, Aberhafasp, Tregonon, Llandinam, Maesmawr, Gwerneryn, Detegnith, Heng-y-nwith-fach, Caersws, Llanidloes, Heng-y-nwith-fawr, Morfodion, Cilfachallt, Llangurrgig, Cefenhavodau, Glyng-wy-nnydd, Glynbrochen, Llanewerid, Llanyfynny, all in the county of Montgomery, in the principality of Wales; Llanbadarn-fawr, Broncastellan, Clarach, Tyr-y-mynach, Trefeirig, Melindwr, Cwmrheidol, Parcel Canol, Llanbadarn-y-Croyddin-Ucha, Llanbadarn-y-Croyddin-Issa, Llanfihangel-y-Croyddin, Llanfihangel-y-Croyddin-Ucha, Llanfihangel-y-Croyddin-Issa, Llanychaiarn, Llanbadarn-fawr, Issa-yn-dre-Ucha-yn-dre, Vaenor Issa, Vaenor Ucha, town of Aberystwith, liberties of Aberystwith, all in the county of Cardigan.

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 or 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, rivers, streams, sewers, canals, creeks, arms or branches of the sea, navigations, reservoirs, aqueducts, bridges, 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 railway and works.

And notice is hereby further given, that duplicate plans and sections of the said railway, branch railway 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 Chester, at his office at Chester, in the said county; and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county; and with the Clerk of the Peace for the county of Flint, at his office at Mold, in the said county; and with the Clerk of the Peace for the county of Denbigh, at his office at Ruthin in the said county; and with the Clerk of the Peace for the county of Montgomery, at his office at Welchpool, in the said county; and with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith, in the said county, on or before the thirtieth day of November one thousand eight hundred and forty-five; 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, branch 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, branch railway and works, or some parts 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, branch 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 further proposed by the said Bill or Bills to authorize the union or amalgamation of the said company with a certain other proposed company, called the Manchester and Milford Haven Railway 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 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 ensuing session, for leave to introduce a Bill or Bills, or to insert a clause or clauses in any other Bill or Bills which may be introduced into Parliament in the next session, for incorporating and amalgamating into one or more company or companies, the proposed or existing companies following, or some of them, that is to say, the Cornwall and Devon Central Railway Company; the Exeter, Yeovil, and Dorchester Railway Company; the London, Salisbury, and Yeovil Railway Company; the Wimborne and Poole Railway Company; and the London and South Western Railway Company; or to enable the said companies, or any of them, to let on lease, sell, or

transfer their railways, or intended railways and works, or any part of the same, or the tolls thereof, to the other or others of them, and to enable the said companies or any of them to accept and take a lease of, or to purchase the railways and works of the other or others of them, and to delegate to any of the above-mentioned companies the execution of all or any of the powers of the Bill or Bills, Act or Acts, which may be introduced into Parliament, or which have or may be passed, authorizing the making and maintaining of the railways made or to be made by the said companies, or any of them; and to authorize the said companies, or any of them, 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 all or any of the said railways and works, or any part or parts thereof; and to enable the said companies or any of them to purchase, rent, work, or construct the railway or railways and works of the other or others of them, or any part of the same, and to take tolls and duties upon or in respect of the said railways, or any of them, or any part thereof, and to raise money for the purposes aforesaid.

And it is also proposed to authorize such union and 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 which may be formed by such union or amalgamation, to use and work the said railways, all or any of them, and to take tolls in respect thereof, or of any part thereof, and to exercise all the rights, powers, and privileges, of or belonging to all or any of such companies which may be so united as aforesaid; and generally to carry into effect all such mutual arrangements and agreements for carrying on the traffic of the said railways respectively, or of any part thereof, and for the apportionment and distribution of the profits arising from the said railways and works connected therewith respectively, or from any part thereof, as may be deemed expedient; and for all or any of the objects aforesaid, to alter, amend, and enlarge the powers and provisions of the following Acts relating to the said London and South Western Railway Company; that is to say, an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, intituled, "An Act for making a railway from London to Southampton;" an Act passed in the first year of the reign of Her present Majesty, intituled, "An Act to alter the line of the London and Southampton Railway, and to amend the Act relating thereto;" an Act passed in the second year of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and Southampton Railway Company (hereafter to be called the London and South Western Railway Company), and to make a branch railway to the port of Portsmouth;" an Act passed in the fourth year of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway Company;" an Act passed in the fifth year of the reign of Her said Majesty, intituled, "An Act to amend the Acts relating to

the London and South Western Railway Company, and to authorize an agreement between the said company and certain inhabitants of Wandsworth and Battersea respecting an alleged loss in their supply of water;" an Act passed in the eighth year of the reign of Her present Majesty, intituled, "An Act to make a branch railway from the London and South Western Railway to Salisbury;" another Act passed in the said eighth year of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway, and to authorize the extension of the said railway and other works at or near the Nine Elms station;" an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway, and to authorize the London and South Western Railway Company to buy, and the Guildford Junction Railway Company to sell, the Guildford Junction Railway;" and another Act passed in the said session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, intituled, "An Act to amend the Acts relating to the London and South Western Railway, and to authorize extensions thereof from the Nine Elms terminus to a point near to Waterloo and Hungerford Bridges, in the parish of Saint Mary Lambeth, and to the Thames at Nine Elms, in the parish of Battersea, all in the county of Surrey;" and also to alter the tolls, rates, and duties granted by the said Acts, or any of them, and to confer, vary, or extinguish exemption from payment of tolls, rates, and duties, and other rights and privileges.

Dated this third day of November, 1845.

Worcester and Leominster 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, with all proper works, approaches, and conveniences connected therewith, commencing at or near the Upper Quay, in the parishes of Saint Clement and Saint Nicholas, or one of them, in the city and county of the city of Worcester, and terminating at or near the borough of Leominster, in the county of Hereford, 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 Clement and Saint Nicholas, in the said city and county of the city of Worcester; the bed and shores of the River Severn, Saint John in Bedwardine, partly in the said city and county of the city of Worcester and partly in the county of Worcester; Hallow, Broadwas, Leigh, Bransford, Cotheridge, Suckley, Lulsley, and Alfrick, in the county of Worcester; Linton, Avenbury, Stanford Bishop, Bromyard, Winslow, Norton, Wacton, Edwin Ralph, Thornbury, Bredebury, Grendon Bishop, Puddleston cum Whyte, Docklow, Hampton Waver, Stoke Prior, Wickton, Humber, Risbury, Kimbolton, Stockton, Hammish Clifton, Broadward,

Brierly, Wharton, Eaton, Henner, Stretford, Hide, Wintercott, Ivington, Newtown, Stagbatch, Cholstrey, Saint John Ivington, and Leominster, all in the county of Hereford. And it is also intended by such Act or Acts to take power to alter or divert, or to stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to 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 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 confer certain exemptions from such tolls, rates, and duties; and it is also intended by such Act or Acts to vary, alter, or extinguish all existing rights or privileges in any manner connected with the lands or houses proposed to be purchased or taken for the purposes of the said intended undertaking; or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, or any of them, 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 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 a company proposed to be incorporated by and under the name of the Great Eastern and Western Railway Company, and to enable such 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 enable the said Great Eastern and Western Railway Company, if so incorporated as aforesaid, to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect all such arrangements in reference to the objects aforesaid, as may be mutually agreed on between the said Great Eastern and Western Railway Company and the company to be thereby incorporated. 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 Worcester, at his office in the city of Worcester; with the clerk of the peace for the city and county of the city of Worcester, at his office in the said city of Worcester; and with the clerk of the peace for the county of Hereford, at his office in the city of Hereford; 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 in the present year, with the parish clerks of those parishes respectively, at their respective residences.

Dated this tenth day of November, 1845.

Elmslie and Preston,
47, Moorgate Street, London.
Henry Foley,
Worcester,
W. and T. Deveroux,
Bromyard.

Guildhall, London,
7 November, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal, alter, and amend the several Acts or parts of Acts for regulating the supply and sale of fish at Billingsgate Market in the city of London, and to consolidate the provisions thereof into one general Act, and which said Acts so proposed to be repealed, altered, and amended, are as follows; that is to say, an Act passed in the tenth and eleventh years of the reign of King William the Third, intituled "An Act for making Billingsgate a free market for sale of fish;" an Act passed in the ninth year of the reign of Queen Anne, intituled "An Act for the better preservation and improvement of the fishery within the river of Thames, and for regulating and governing the Company of Fishermen of the said river;" an Act passed in the first year of the reign of King George the First, intituled "An Act for the better preventing fresh fish taken by foreigners being imported into this kingdom, and for the preservation of the fry of fish, and for the giving leave to import lobsters and turbot in foreign bottoms, and for the better preservation of salmon within several rivers in that part of this kingdom called England;" an Act passed in the twenty-second year of the reign of King George the Second, intituled "An Act for making a free market for the sale of fish in the city of Westminster, and for preventing the forestalling and monopolizing of fish, and for allowing the sale of fish under the dimensions mentioned in a clause contained in an Act of the first year of his late Majesty's reign, in case the same are taken with a hook;" an Act passed in the twenty-ninth year of the reign of King George the Second, intituled "An Act for explaining, amending, and rendering more effectual an Act made in the twenty-second year of his present Majesty's reign, intituled 'An Act for making a free market for the sale of fish in the city of Westminster, and for preventing the forestalling and monopolizing of fish, and for allowing the sale of fish under the dimensions mentioned in a clause contained in an Act of the first year of his late Majesty's reign, in case the same are taken with a hook;'" an Act passed in the thirty-third year of the reign of King George the Second, intituled "An Act to repeal so much of an Act passed in the twenty-ninth year of his present Majesty's reign, concerning a free market for fish at Westminster, as requires fishermen to enter

their fishing vessels at the office of the Searcher of the Customs at Gravesend, and to regulate the sale of fish at the first hand in the fish markets in London and Westminster, and to prevent salesmen of fish buying fish to sell again on their own account, and to allow brett and turbot, brill and pearl, although under the respective dimensions mentioned in a former Act, to be imported and sold, and to punish persons who shall take or sell any spawn, brood, or fry of fish, unsizable fish, or fish out of season, or smelts under the size of five inches, and for other purposes;" an Act passed in the second year of the reign of King George the Third, intituled "An Act for the better supplying the cities of London and Westminster with fish, and to reduce the present exorbitant price thereof, and to protect and encourage fishermen;" an Act passed in the thirtieth year of the reign of King George the Third, intituled "An Act for vesting the estate and property of the trustees of Westminster Fish Market in the Marine Society for the purposes therein mentioned, and for discontinuing the powers of the said trustees;" an Act passed in the thirty-sixth year of the reign of King George the Third, intituled "An Act to authorize the sale of fish at Billingsgate by retail;" an Act passed in the forty-first year of the reign of King George the Third, intituled "An Act for granting bounties for taking and bringing fish to the cities of London and Westminster, and other places in the United Kingdom;" an Act passed in the forty-second year of the reign of King George the Third, intituled "An Act to amend so much of an Act made in the twenty-ninth year of the reign of his late Majesty King George the Second, intituled 'An Act for explaining, amending, and rendering more effectual an Act made in the twenty-second year of his present Majesty's reign, intituled An Act for making a free market for the sale of fish in the city of Westminster, and for preventing the forestalling and monopolizing of fish, and for allowing the sale of fish under the dimensions mentioned in a clause contained in an Act of the first year of his late Majesty's reign, in case the same are taken with a hook,' as relates to the sale of eels;" another Act passed in the forty-second year of the reign of King George the Third, intituled "An Act for repealing so much of an Act made in the second year of the reign of his present Majesty, intituled 'An Act for the better supplying the cities of London and Westminster with fish, and to reduce the present exorbitant price thereof, and to protect and encourage fishermen,' as limits the number of fish to be sold by wholesale within the said city of London, and for the better regulation of the sale of fish by wholesale in the market of Billingsgate within the said city;" an Act passed in the forty-fifth year of the reign of King George the Third, intituled "An Act to amend an Act made in the forty-first year of his present Majesty, for granting bounties for taking and bringing fish to the cities of London and Westminster, and other places in the United Kingdom;" and an Act passed in the fourth year of the reign of King William the Fourth, intituled "An Act to explain and amend an Act passed in the thirty-third year of the reign of his late Majesty King George the Second, to regulate the conveyance and sale of fish at first

hand:" and it is intended by the said Act to take power for improving, repairing, maintaining, and regulating Billingsgate Market aforesaid, and to make bye-laws for those purposes, and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

Edward Tyrrell, City Remembrancer.

Glamorgan Central Mineral 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 to alter, amend, and enlarge the powers and provisions of the several Acts of Parliament following, that is to say, an Act passed in the sixth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a railway or tram-road from or from near to a certain place, called Duffryn Llynvi, in the parish of Llangonoyd, in the county of Glamorgan, to or near to a certain bay called Pwll Cawl otherwise Porth Cawl, in the parish of Newton Nottage, in the same county, and for extending and improving the same Bay by the erection of a pier and other suitable works for that purpose;" also another Act passed in the tenth year of the reign of His said Majesty King George the Fourth, intituled "An Act to alter, amend, and enlarge the powers of an Act passed in the sixth year of the reign of His present Majesty for making and maintaining the Duffryn Llynvi and Porth Cawl Railway, and other works connected therewith;" and another Act passed in the third year of the reign of Her present Majesty, intituled "An Act to enable the Duffryn Llynvi and Porth Cawl Railway Company to raise a further sum of money, and to amend the Acts relating to the said railway and to the Bay of Porth Cawl, in the county of Glamorgan;" and to enable the Duffryn Llynvi and Porth Cawl Railway Company to take and use and be incorporated by the name and style of "The Glamorgan Central Mineral Railway Company," in lieu of their present name and style. And to enable the said company to extend and enlarge and make alterations and deviations in, or to reconstruct the present line of railway or tramroad belonging to the said company, which said railway or tramroad commences from or from near to the said place called Duffryn Llynvi, in the parish of Llangonoyd aforesaid, and terminates at or near the said harbour and bay called Pwll Cawl otherwise Porth Cawl, in the parish of Newton Nottage aforesaid, and to adapt the same and render it more convenient and capable of being used and worked by locomotive engines or other mechanical power, which said line of railway when so altered or reconstructed will pass through the several parishes, townships, extra-parochial, and other places following, that is to say, Llangonoyd, Llangonoyd Higher, Cwmdru, Llangonoyd Middle, Bayden, Bettws, Saint Brides Minor, Ynisawdra, Newcastle, Newcastle Higher, Laleston, Tythegstone, Tythegstone Higher, Tythegstone Lower, Margam, Pyle and Kenfig, Pyle, The borough of Kenfig, Kenfig

Higher, Kenfig Lower, and Newton Nottage, all in the county of Glamorgan.

Also to enable the said company to make and maintain a branch railway from the present line of railway, to commence at or near a certain place called Llwynduris, in the parish of Llangonoyd aforesaid, and to terminate at or near a certain place called Blaen-Cwmdru in the said parish of Llangonoyd, and which said branch railway will pass through the several parishes, townships, and extra-parochial and other places following, that is to say, Llangonoyd, Llangonoyd Middle, Bayden, Bettws, and Cwmdru, all in the said county.

Also to enable the said company to make and maintain another branch railway from the present line of railway, to commence at or near Tydraw, in the parish of Pyle and Kenfig aforesaid, and to terminate at or near Morfa-Vach, in the parish of Margam aforesaid; which said branch railway will pass through the several parishes, townships, and extra-parochial, and other places following, that is to say, Pyle and Kenfig, Pyle, The borough of Kenfig, Kenfig Higher, Kenfig Lower, Sker and Margam, all in the county of Glamorgan.

Also to enable the said company to make and maintain a new line of railway, to commence at or near Melin-du, in the parish of Landevoduck, in the said county of Glamorgan, and to terminate at or near the said harbour or bay of Porth Cawl, by a junction with the present or improved line of railway, or by an independent terminus there. Also a connecting railway, to commence from and out of the proposed new line of railway, at or near the parish church of St. Brides Minor, in the parish of Saint Brides Minor, in the said county, and to terminate by a junction with the present line of railway, at or near Pffôs, in the said parishes of Laleston, Tythegstone, and Newcastle, or one or more of them, which said new line of railway and connecting railway will be made from, through, in, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Landevoduck, Langeinor, Coychurch, Coychurch Higher, Bettws, Saint Brides Minor, Ynisawdra, Coity, Coity-Higher, Coity-Lower, Newcastle, Newcastle-Higher, Newcastle Lower, Merthyr-Mawr, Ewenny, Saint Brides Major, Tythegstone, Tythegstone Lower, Newton-Nottage, Llangonoyd, Bayden, Laleston, Tythegstone-Higher, and Margam, all in the said county.

Also to make and maintain a branch railway, to commence from the said proposed new line of railway at or near Melin-du aforesaid, and to terminate at or near Pwllfelin, in the parish of Landevoduck aforesaid, with an extension from the terminus at or near Pwllfelin aforesaid, to, at, or near Penrhiew, in the said parish of Landevoduck.

Also another branch railway from and out of the said last-mentioned branch railway, to commence at or near a place called Aber-iechydd, in the said parish of Landevoduck, and to terminate at or near Melin-pantyfu, in the said parish of Landevoduck, with an extension therefrom to, at, or near a certain farm-house called Pantyfu, in the parish of Landevoduck aforesaid.

Also another branch railway, to commence from and out of the said proposed new line of railway

at or near Melin-du aforesaid, in the parish of Landevoduck aforesaid, and to terminate at or near Nantyrys, in the said parishes of Landevoduck and Langeinor, or one of them, with an extension therefrom to, at, or near Blaen-ogwr-issa, in the same parish of Landevoduck.

Also a branch railway, to commence from and out of the proposed new line of railway at or near Abergarw, in the said parish of Langeinor, or in the said parish of Saint Brides Minor, and to terminate at or near Coed-Llest, in the said parish of Langeinor, with an extension from, at, or near Coed-Llest aforesaid, to, at, or near Blaen-garw, in the said parish of Langeinor, which said four last-mentioned branch railways, and extensions, and other works last-mentioned, 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, Landevoduck, Coychurch, Coychurch-Higher, Lantrissent, Langeinor, Saint Brides Minor, Ynisawdra, Llangonoyd, Llangonoyd Higher, Cwmdu and Bettws, all in the county of Glamorgan.

And it is also intended to apply for powers to enable the said Duffryn, Llynvi, and Porth Cawl Railway Company, to make and maintain further improvements in the harbour and bay of Porth Cawl, and to construct and erect one or more piers, jetties, breakwaters, groins, locks, sluices, flood-gates, docks, bridges, wharfs, quays, warehouses, approaches, and other works and conveniences connected therewith, all which undertakings and works will be made and maintained within the parish of Newton Nottage, in the county of Glamorgan, and within the harbour and bay of Pwll Cawl otherwise Porth Cawl aforesaid.

And it is also intended to apply for powers in the said Bill or Bills, to make lateral deviations from the lines of the said several railways, branches, extensions, and works, and of the proposed works and lands, to be taken at the said harbour of Porth Cawl, 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, 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 respective works.

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 which may be necessary or required for the purposes of the said works, and for the improvements and works in the harbour and bay of Porth Cawl aforesaid, 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, rents, or duties upon or in respect of the said intended railways and other 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 a plan of the said several railways and other works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Glamorgan, at his office at Cardiff, 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 also given, that powers will be applied for in the said Bill or Bills, to make alterations in the Bridgend Railway, within the parishes, townships, and extra-parochial and other places of Tythegstone, Tythegstone-Higher, Laleston, Margam, Newcastle, Newcastle Higher, Newcastle Lower, Saint Brides Minor, Ynisawdra, Coity, Coity-Higher, and Coity Lower, all in the said county of Glamorgan; and to enable the said Duffryn Llynvi and Porth Cawl Railway Company, and the said Bridgend Railway Company, and all other persons who may be interested in the said Bridgend Railway, or in the rates, tolls, and duties arising therefrom, to enter into and carry into effect such mutual arrangements as may be expedient for the purchase and sale, or for the letting, taking on lease, or using the said Bridgend Railway, or of any portion thereof, and of all or any of the powers of the said Bridgend Railway Company in connection therewith, or to consolidate the said last mentioned company with the said Duffryn Llynvi, and Porth Cawl Railway Company, or to enable the said Bridgend Railway Company to make such alterations in the said parishes, townships, and extra-parochial and other places aforesaid, or some or one of them, to connect the same with the intended new line of railway, and for adapting the said railway to the several purposes of both or either of the said companies, and for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth 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 Duffryn Llynvi, and Pwll Cawl otherwise Porth Cawl Railway, to commence at a certain point therein, in the parish of Laleston, in the county of Glamorgan, and to terminate near to the town of Bridgend, in the same county."

Dated the fifth day of November, 1845.

Rowland, Hacon, and Rowland,
38, Threadneedle Street,

Wm. Lewis,
Bridgend,
Solicitors for the Bill or Bills.

Birkenhead and Holyhead Junction and Mold
Extension Railway, with its Branches.

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 main-

taining a railway or railways with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, to commence at or near a certain plot of land, counting-house, turner's shop and buildings, used for ship-building purposes, situate in the township or chapelry of Birkenhead, in the county of Chester, belonging to and in the occupation of Mr. William Adamson, and bounded on the north by Wallasey Pool, on the south by Canning Street or Corporation Road, on the east by land belonging to the corporation of Liverpool and in lease to the Birkenhead Dock Warehouse Company, and on the west by land belonging to the said corporation of Liverpool and in lease to Mr. Thomas Boydell Golborne, and to terminate by a junction with the Chester and Holyhead Railway now in the course of formation at or near Flint, in the county of Flint, and which said railway or railways and other works are intended to be made and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Birkenhead, Bidston, Bidston-cum-Ford, Leasowe, Moreton, Saughall Massie, Newton, Grange, Great Meolse, Little Meolse, Hoose, West Kirby, Caldy, Thurstaston, Heswell-cum-Oldfield, Heswell, Gayton Leighton, Parkgate and Great Neston, all in the said county of Chester, and from, in, through, into, and across the river Dee, and the bed and banks thereof, in the said counties of Chester and Flint, or one or both of them, and from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places of Flint and Holywell, both in the county of Flint, or one of them, and also for making and maintaining a railway or railways, with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at a croft or field belonging to Charles Dean, Esquire, bounded on the south by houses and gardens, the property of Lord Mostyn, and by the road from Flint aforesaid to Chester aforesaid, and by a house and garden belonging to Ralph Richardson, Esquire; on the east by a field occupied by Mr. Robert Evans, on the north by houses and gardens belonging to Colonel Williams, and by a lane there, and certain erections and buildings belonging to George Roskell, Esquire, and diverging from the said Chester and Holyhead Railway, at or near Aisly Fields, or lands belonging to the said Lord Mostyn, and bounded on the south by the turnpike road from Flint to Holywell aforesaid; on the east by a field and garden belonging to the said Lord Mostyn, on the north by a garden, the property of the said Lord Mostyn, and on the west by a field, the property of the said Lord Mostyn, all in the said parishes of Flint and Holywell, or one or both of them in the said county of Flint, and to terminate by a junction with the North Wales Mineral Railway, at or near a field called the Chapel Field, situate at Gwersyllt, in the parish of Gressford, in the county of Denbigh, belonging to Sir William Watkin Wynne, and in the occupation of Mrs. Birch, and bounded on the north by land belonging to the said Sir William Watkin Wynne,

and in the occupation of the said Mrs. Birch, on the south, partly by a field belonging to Mr. Connah, and partly by two cottages and a garden belonging to Mr. William Burton, on the east by the said North Wales Mineral Railway, or the site thereof, and on the west by a road leading from Wrexham to Gwersyllt Mill, and which said last mentioned railway or railways, and other works, are intended to be made, and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Flint, Holywell, Coleshill, Vawr, Halkin, Northop, Caervallwoch, Gwysaney, Soughton, Llwynegrin, Mold, Brongoed, Leewood, Bistree, Hartsheath, Hope, Rhanbarfedd, Hopeowen, Cairgwryly, Estyn and Cynmay, all in the county of Flint, and Gressford and Gwersyllt, both in the county of Denbigh; and also for making, and maintaining a railway or railways with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at and diverge from the said first mentioned intended railway at or near a certain brickfield, situate in the township or chapelry of Birkenhead, in the said county of Chester, belonging to the Birkenhead dock warehouse company, and bounded on the north by Wallasey Pool, on the south by Canning Street or Corporation Road, on the east by a certain Occupation Road belonging to, and used by the said Birkenhead dock warehouse company, and on the west by a certain inlet being part of Wallasey Pool, and to terminate at or near to a certain field situate at or near to New Brighton, in the township of Liscard, in the parish of Wallasey, in the said county of Chester, belonging to Mr. John Davies, and in the occupation of Mr. John Griffith, and bounded on the north by Wallasey Sands, on the south by land belonging to the said Mr. John Davies, on the east by a warren belonging to Mr. John North, and on the west by property also belonging to the said Mr. John Davies, and which said last mentioned intended railway or railways, and other works, are intended to be made, and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Birkenhead, Bidston, Bidston-cum-Ford, Wallasey, Liscard, and New Brighton, all in the said county of Chester; and also for making and maintaining a railway or railways with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at and diverge from the said first mentioned intended railway, at or near a certain field situate in the parish of Neston, in the said county of Chester, belonging to the Honourable Edward Loyd Mostyn, and in the occupation of Mr. William Quay, and bounded on the north by other property of the said Honourable Edward Loyd Mostyn, on lease to Colonel John Baskerville Glegg, on the south by a road leading from Neston to Moorside, on the east by other property belonging to the said Honourable Edward Loyd Mostyn, and on the west by the River Dee, and to terminate by a junction with the Chester and Birkenhead Railway, at or near a cer-

tain field known as the Lower Field, situate in the township of Childer Thornton, in the parish of Eastham, in the said county of Chester, belonging to Sir William Massey Stanley, Knight, and bounded on the north by a road leading from Parkgate and Neston to Little Sutton and Eastham, on the south by other land belonging to the said Sir William Massey Stanley, on the east by the said Chester and Birkenhead Railway, and on the west by land and buildings belonging to the said Sir William Massey Stanley, and which said last mentioned intended railway or railways, and works are intended to be made, and to pass from, in, through, or into the several parishes, townships, townlands, chapelries, hamlets, and extra-parochial places following, or some of them, that is to say, Neston, Great Neston, Little Neston, Ness, Willaston, Raby, Childer Thornton, Hooton, Little Sutton, and Eastham, all in the said county of Chester; and it is intended to apply for powers in the said Act or Acts, to make lateral deviations from the lines of the said proposed railways and works respectively, 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, and other highways, footpaths, watercourses, streams, rivers, canals, navigations, railways, and tramroads, within the said parishes, townships, townlands, hamlets, chapelries, and extra-parochial places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said proposed works: And it is intended by the said Act or Acts to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railways, and for other purposes and to obtain powers for the compulsory purchase of messuages, lands, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the messuages, lands, tenements, and hereditaments proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said proposed railways and works, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is intended to apply for powers in the said Act or Acts to enable the company or companies thereby incorporated to sell, let, or transfer the said intended railways and works, or any of them, or any part or parts of the same respectively, or the tolls thereof respectively, and all or any of the powers obtained in reference thereto to The Chester and Holyhead Railway Company, The Chester and Birkenhead Railway Company, and The North Wales Mineral Railway Company, or any of them, or any other railway company or companies, and to authorize such company or companies to purchase, take and use the said intended railways and works, and every or any of them, and every or any part or parts thereof respectively, and generally to enter into and carry into effect all necessary arrangements whatsoever in reference thereto.

And notice is hereby further given, that plans and sections and also duplicate 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 Chester, at his office at Chester, in the said county of Chester; and also with the clerk of the peace for the county of Flint, at his office at Mold, in the said county of Flint; and also with the clerk of the peace for the county of Denbigh, at his office at Ruthin, in the said county of Denbigh, 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 relate to each of the parishes from, in, through, or into which the said 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.

Dated this sixth day of November, 1845.

Rd. Easterby,
Liverpool,
Solicitor to the Bill.

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 several railways hereinafter mentioned or some of them with all proper and convenient stations erections bridges wharfs warehouses works communications approaches and conveniences connected therewith that is to say a railway or railways commencing at or near a certain field near Pousendane Bridge in the parish of Gulval near Penzance in the county of Cornwall or at or near the northern arm of the pier of Penzance in the borough of Penzance in the said county of Cornwall and to terminate by a junction with the proposed Exeter Yeovil and Dorchester Railway at or near a certain field adjoining the north-eastern corner of certain buildings called Park Place in the parish of Saint Sidwell in the county of the city of Exeter or by an independent terminus there 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 Penzance the sea shore Madron Gulval Ludgvan Marazion Saint Hilary Lelant otherwise Lalant otherwise Unyelant Saint Erth Phillack Germoe Breage Gwinear Crowan Camborne Illogan Redruth otherwise Saint Uny Saint Agnes otherwise Saint Ann's Saint Day otherwise Saint Dye Gwennap Feock Kea borough of Truro Saint Mary Truro Saint Clement Kenwyn Perranzabuloe Saint Allen Saint Erme Ladock Newlyn otherwise Newlyn East Mitchell otherwise Saint Michael Saint Enoder Saint Columb Major Saint Dennis Saint Wenn Roche Withiel Luxulian Lanivet Lanhydrock town and borough of Bodmin Bodmin Helland Cardinham Saint Neot Temple Blisland Saint Beward otherwise Simonward Advent Altarnun otherwise Alton Davidstow Saint Cleather Laneast Lewanick South Petherwin Trewen otherwise Trewenn Egloskerry Borough of Launceston Borough of Dunbeved otherwise Launceston Saint Mary Magdalene Saint Thomas Street Hamlet otherwise the Hamlet of Saint Thomas Street Lawhitton Saint Thomas otherwise Saint

Thomas the Apostle Newport Saint Stephens by Launceston in the county of Cornwall The River Tamar and the beds and shores thereof in the counties of Devon and Cornwall and Werrington Lifton Saint Giles in the Heath Northcot Hamlet Luffincot Beckett Broadwoodwidge Uppcott Virginstowe Panson Ashwater Cowditch Germansweek otherwise Week Saint Germans Bratton-clovelly Clawton Hollacombe Halwill Black Torrington West Chill East Chill Beaworthy Ashbury Northlew Highampton Sheepwash Hatherleigh Inwardleigh Oakhampton otherwise Oakhampton Jacobstowe Monkoakhampton otherwise Monkoakehampton Exbourne Honeychurch Bondleigh Sampford Courtenay South Tawton North Tawton Newland Spreyton Hittesleigh Drewsteignton Broadnymet Loosebeer otherwise Loosebere Bow alias Nymet Tracey Zeal Monachorum Colebrooke otherwise Colebrook or Bishop's Colebrook Clannaborough otherwise Clannaborough Crediton Shobrook otherwise Shobrooke otherwise Shobrooke Cheriton Bishop The Hamlet of Oldridge Dunsford Holcombe Burnel Tedburne Saint Mary otherwise Saint Mary Tedburne Kenton The Hamlet of Cutridge Whitstone or Whitestone Alphington Newton Saint Cyres Upton Pyne The Hamlet of Cowley Bramford Speke otherwise Brampford Speke Saint Thomas the Apostle and Saint David in the county of Devon and Saint Sidwell and Saint David in the county of the city of Exeter

And it is also intended to take power to make the following branch railways or some of them with all proper works wharfs and conveniences connected therewith that is to say a branch commencing at or near Penwithies in the parish of Kea in the county of Cornwall 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 Kea Feock Perranarworthal Mylor Gluvias otherwise Saint Gluvias Mabe Borough of Penryn Budock otherwise Saint Budock Penryn Creek and the beds and shores thereof and Falmouth and the beds and shores of the harbour of Falmouth all in the county of Cornwall and terminating on the shore or beach of Falmouth Harbour at or near a certain place called Green Bank Quay in the parish of Budock otherwise Saint Budock near Falmouth in the county of Cornwall or at or in a field near a certain place called Turnpike Creek part of Penryn Creek aforesaid in the Barton of Penwerris in the said parish of Budock otherwise Saint Budock near Falmouth aforesaid

A branch commencing in the said parish of Lanhydrock and Bodmin in the county of Cornwall or one of them 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 Lanhydrock Bodmin and town and borough of Bodmin Cardinham Saint Neot Saint Winnow Brodoak Warleggan Saint Cleer Saint Pinnock Liskeard town and borough of Liskeard Menheniot Quethioick Saint Ive Altarnun otherwise Alternon Lewannick North Hill Linkinhorne South Hill Stoke Climsland Callington Calstock Saint Dominic Saint Mellion Pillaton Landrake Saint Erney Saint Germans Botusfleming Landulph Morwelham Creek

and the beds and shores thereof Saint Stephen by Saltash borough of Saltash Saint Budeaux Shevioc otherwise Chevioc the bed and shores of Lynher River and Lynher Creek the bed and shores of Saint German's Creek Polbathick Creek Shevioc Creek and other creeks connected with the Lynher River Antony otherwise Antony Saint Jacob otherwise Antony in the East Antony Creek and the beds and shores thereof Saint John's and Saint John's and Trevel Creeks and the beds and shores thereof respectively Milbrook and Torpoint all in the county of Cornwall the River Tamar and the bed and shores thereof or sea shore in the counties of Cornwall and Devon and Pennycross otherwise Pennycomequick Stoke Damerel Saint Budeaux Tamerton Foliot otherwise Tamerton Folliott Tamerton Lake and the beds and shores thereof Beer Ferrers otherwise Beer Ferris Beer Alston Buckland Monachorum Bickleigh Egg Buckland Stonehouse East Stonehouse Devonport Saint Andrew (Plymouth) Charles Compton Gifford Plymouth town and borough of Plymouth in the county of Devon and terminating on the shores at Sutton Pool at or near Jory Street in the said parishes of Charles and Saint Andrew or one of them in Plymouth aforesaid

A branch commencing in the parish of Roche and passing from through or into the several parishes townships and extra-parochial and other places following or some of them that is to say Roche Withiel Lanivit Luxullian Saint Stephens in Branwell Saint Blazey Saint Austell town of Saint Austell Saint Mewan all in the county of Cornwall and terminating at or near the town of Saint Austell aforesaid in a field in the parish of Saint Austell on the eastern side of a lane leading towards Mennacuddle out of the road from Saint Austell to Tregonissey

A branch commencing in the said parishes of Saint Cleather Laneast Altarnun otherwise Alternon or one of them and passing from through or into the several parishes townships and extra-parochial or other places following or some of them that is to say Saint Cleather Laneast Altarnun otherwise Alternon Davidstow Lesnewth Minster Lanteglos by Camelford Saint Teath Saint Kew Endellion Saint Minver Saint Minver Highlands and Saint Michaels and Saint Enodock in Saint Minver Lowlands in the said county of Cornwall and terminating at or near Rock in the said parish of Saint Michael in Saint Minver Lowlands aforesaid or at Mellorn in the said parish of Minster by a junction with the proposed Delabole and Rock Railway.

A branch commencing in the said parish of Lanhydrock and 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 Lanhydrock Bodmin town and borough of Bodmin and terminating at or near the town of Bodmin aforesaid by a junction with a branch of the Bodmin and Wadebridge Railway all in the said county of Cornwall

A branch commencing in the parish of Saint Erth and passing from 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 the Harbour of Hayle and the beds and shores thereof and terminating at or near the new quay at Hayle in the said parishes of Saint Erth and Phillack or one of them all in the said county of Cornwall

A branch commencing in the said parish of Saint Erth and passing from through or into the several parishes townships and extra-parochial and other places following or some of them that is to say Saint Erth Lelant otherwise Lalant or Uny Lelant the Harbour of Hayle and the bed and shores thereof and terminating at or near a certain place called Norwayman's Quay in the said parish of Lelant all in the said county of Cornwall

And it is also intended by the said Bill or Bills so to be applied for as aforesaid to take powers to make and construct a public quay or quays at or near Norwayman's Quay aforesaid in the parish of Lelant or Unylelant aforesaid whereat passengers goods and merchandize may be embarked or landed and also to take powers for levying tolls rates and duties in respect of the same

And it is intended to apply for powers to make lateral deviations from the line of the proposed railway or 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 harbours docks creeks rivers streams sewers canals navigations railways or 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 or railways and works

And notice is hereby further given that duplicate plans and sections of the said railway or railways and branch or branches and 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 of Cornwall and with the clerk of the peace for the county of the city of Exeter at his office in the said city and with the clerk of the peace for the county of Devon at his office at the Castle at Exeter in the said county of Devon and with the clerk of the peace for the borough town of Plymouth at his office at Plymouth aforesaid and with the clerk of the peace for the town and borough of Penzance at his office at Penzance aforesaid on or before the thirtieth day of November 1845 and that on or before the thirty-first day of December next a copy of so much of the said plans and sections as relates to each parish in or through which the said railway or railways and branch or branches and works are intended to be made together with a book of reference thereto will be deposited with the parish clerks 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 of them 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 railways and branch or branches 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 or railways and branch or branches and works or any part of the same or the tolls thereof to any railway company or companies now or hereafter to be incorporated and to delegate 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 other company or companies either jointly or severally to take shares in and subscribe for or towards the making maintaining working and using the said intended railway or railways and branch or branches and works or any part thereof or to purchase rent work or construct the same 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

And it is further proposed by the said Bill or Bills to authorize the union and amalgamation of the company or companies to be thereby incorporated with such other company or companies 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 branch or branches and works and to take tolls in respect thereof

And it is further intended by the said Bill to enable the company or companies to be thereby incorporated as aforesaid and the owners or owner for the time being of the Newquay Harbour and tramroad and the company of proprietors of the Hayle Railway and the company of proprietors of the Bodmin and Wadebridge Railway and the company of proprietors of the Delabole and Rock Railway and the company of proprietors of the Liskeard and Caradon Railway and the company of proprietors of the Liskeard and Looe Union Canal and the company of proprietors of the Redruth and Chacewater Railway and the company of proprietors of the Exeter and Crediton Railway and the company of proprietors of the projected Plymouth Devonport and North Cornwall Railway and the company of proprietors of the Truro and Saint Agnes Railway to enter respectively into and carry into effect such mutual arrangements as to them may seem expedient for the sale or for the letting of any or either of the said last-mentioned railways or canals or any portion thereof or of the tolls and duties payable in respect thereof and of all or any of the powers of either of the said last-mentioned companies or proprietors in relation to the said railways or canals or any of them to the company or companies so to be incorporated as aforesaid and for enabling the said proposed company or companies to take tolls rates and duties upon or in respect thereof and for adapting the said

last-mentioned railways or canals or any or either of them to the purposes of the said last-mentioned company or companies and with such objects as last aforesaid

It is proposed to amend or enlarge as far as it may be necessary the powers and provisions of the following Acts relating to the said Newquay Harbour and tramroad that is to say an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria intituled "An Act for maintaining the pier and harbour of Newquay in the county of Cornwall" an Act passed in the seventh year of the reign of Her present Majesty Queen Victoria intituled "An Act to amend an Act for maintaining the pier and harbour of Newquay in the county of Cornwall and to make certain tramroads in connexion therewith"

And to alter amend and enlarge the powers and provisions of the following Acts relating to the Hayle Railway Company that is to say an Act passed 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 sixth and seventh years of the reign of His late Majesty King William the Fourth 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"

Also to alter amend and enlarge the powers and provisions of the following Acts relating to the Bodmin and Wadebridge Railway Company that is to say an Act passed in the second year of the reign of His late Majesty King William the Fourth intituled "An Act for making and maintaining a Railway from Wadebridge in the Parish of Saint Broeke to Wenford Bridge Saint Breward with a collateral Branch to the Borough of Bodmin and certain other Branches all in the County of Cornwall" and of an Act, passed in the fifth and sixth years of the reign of His late Majesty King William the Fourth intituled "An Act to amend an Act relating to the Bodmin and Wadebridge Railway"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the said Delabole and Rock Railway Company that is to say an Act passed in the seventh and eighth years of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Mel-lorn in the Parish of Minster to Black Rock in the Parish of Saint Michael in Saint Minver Lowlands in the County of Cornwall"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the said Liskeard and Caradon Railway Company that is to say an Act passed in the sixth and seventh years of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Lamel-lion Bridge in the Parish of Liskeard to Tokenbury Corner in the Parish of Linkinhorne with a Branch Railway from Crows Nest to Cheesewring all in the County of Cornwall"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the Liskeard and Looe Union Canal Company that is to say an Act passed in the sixth year of the reign of His late Majesty King George the Fourth intituled "An Act for making and maintaining a Navigable Canal from Tarras Pill in the parish of Duloe in the County of Cornwall to or near Moors Water in the Parish of Liskeard in the said County and for making several Roads to communicate therewith"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the Redruth and Chacewater Railway Company that is to say an Act passed in the fifth 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 Redruth in the County of Cornwall to Point Quay in the Parish of Feock in the same County with several Branches therefrom and also for restoring improving and maintaining the Navigation of Restrongett Creek in the same County"

Also to alter amend and enlarge the powers and provisions of the following Act relating to the Exeter and Crediton Railway Company that is to say an Act passed in the eighth and ninth years of the reign of Her present Majesty Queen Victoria intituled "An Act for making a Railway from Exeter to Crediton in the County of Devon"

And it is also proposed by the said intended Act or Acts to enable the company or companies to be thereby incorporated as aforesaid to advance on loan at interest to the commissioners appointed under or by virtue of a certain Act of Parliament made and passed in the eighth and ninth years of the reign of Her present Majesty intituled "An Act for deepening regulating and otherwise improving Falmouth Harbour in the county of Cornwall and for forming basins docks and other works in Penryn Creek in the aforesaid Harbour and for other purposes" any sum of money not exceeding two hundred and twenty thousand pounds to be laid out and expended by the said commissioners in the improvement of the said Harbour of Falmouth and the forming such basins docks and other works and other the purposes of the said Act

Dated this eighth day of November 1845

Johnston Farquhar and Leech

London

Bull and Tilly

Falmouth

Whitehaven and Furness 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 alter, amend, explain, repeal, enlarge, and render more effectual some of the powers and provisions of an Act passed in the last session of Parliament, intituled "An Act for making a Railway from Whitehaven, in the county of Cumberland, to a point of junction with the Furness Railway, in the parish of Dalton, in the County Palatine of Lancaster, to be called the Whitehaven and Furness Junction Railway."

And notice is hereby also given, that it is intended to apply for powers in the said Act or Acts to make and maintain a line or lines of railway (with all proper works and conveniences connected therewith, and approaches thereto), for the purpose of connecting the line of the "Whitehaven and Furness Junction Railway" with the line of the "Whitehaven Junction Railway," and also with the town and harbour of Whitehaven. Such intended line or lines of railway to commence at and by a junction with the said "Whitehaven and Furness Junction Railway," in the township of Preston Quarter, in the parish of Saint Bees, in the county of Cumberland, in or near a field situate at Corkickle, the property of the Right Honourable William Earl of Lonsdale, numbered 25 in the said township of Preston Quarter, upon the plan of the said Whitehaven and Furness Junction Railway referred to in the said recited Act, and to terminate by a junction with the said Whitehaven Junction Railway at or near the station of the said last-mentioned railway, situate in the said township of Preston Quarter, or by an independent terminus at or near to the ship-building yards and coal yard of the said Earl of Lonsdale in the said township of Preston Quarter, and which said intended extension railway, and the works, tunnels, and conveniences connected therewith will pass, or be made from, in, through, or into the several parishes, townships, and places of Saint Bees, Preston Quarter, and Whitehaven, or some or one of them, all in the said county of Cumberland.

And further notice is hereby given, that provision will be made in the said intended Act or Acts for the making, maintaining, working, and using another line or lines of railway (with all proper works and conveniences connected therewith and approaches thereto,) commencing at and by a junction with the said Whitehaven and Furness Junction Railway, in the parish of Whicham, in the said county of Cumberland, in or near a field numbered 1 in the said last mentioned parish, upon the plan of the said Whitehaven and Furness Junction Railway, referred to in the said recited Act, and terminating at and by a junction with the said Whitehaven and Furness Junction Railway in or near a field, situate in the township of Chapel Sucken, in the parish of Millom, in the county of Cumberland, numbered 61 in the said last mentioned township, upon the said plan referred to in the said recited Act, and which last mentioned intended line or lines of railway, and the works and conveniences connected therewith will pass, or be made from, in, through, or into the several parishes, townships, or places of Whicham, Millom, Chapel Sucken, and Kirksanton, or some, or one of them, all in the said county of Cumberland.

And further notice is hereby given, that provision will be made in the said intended Act or Acts to relinquish and abandon so much of the Whitehaven and Furness Junction Railway, authorized by the said recited Act, as will be rendered unnecessary by the making of the said new line or lines of railway last hereinbefore mentioned, being so much of the said original railway within the said parishes, townships, or places of Whicham, Millom,

Chapel Sucken, and Kirksanton, or some, or one of them, as would have extended from or near the said field numbered 1 in the parish of Whicham southwards, to or near the said field numbered 61 in the township of Chapel Sucken aforesaid.

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

And further notice is hereby given, that it is proposed by the said intended Act or Acts to empower and authorize lateral deviations from the said intended new railways and works respectively, to the extent, or within the limits laid down on the plans to be deposited as hereinafter mentioned; and also in and by the said intended Act or Acts to give the said Whitehaven and Furness Junction Railway Company, either separately or in conjunction with any other Railway Company or Companies, power to stop up, or to alter and divert, either temporarily or permanently, all such turnpike roads, highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, navigations, streams, sewers, and watercourses, as it may be necessary or expedient so to stop up, alter, or divert, for the purpose of making, maintaining, or using the said railways to be authorized by the said intended Act or Acts, or any of the works or conveniences connected therewith.

And notice is hereby further given, that plans and sections describing the lines, levels, and situation of the said intended works, and the lands which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners, or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will, on or before the thirtieth day of November instant, be deposited with the clerk of the peace for the county of Cumberland at his office at Carlisle, in the same county, and that a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the parishes from, in, through, or into which the said intended lines of railway and works, or any, or either 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 his place of abode.

And further notice is hereby given, that it is also proposed to apply for powers in and by the said intended Act or Acts to enable the said Whitehaven and Furness Junction Railway Company, and the said Whitehaven Junction Railway Company, or either of such railway companies to contribute, and raise by mortgage, or the creation of additional capital, a further sum or sums of money for the construction, maintenance, and use of the said intended lines of railway and works, and for all or any of the purposes aforesaid, and for other the purposes of the said last mentioned railway companies respectively, or either of them, in addition to the several sums which they are authorized to raise and borrow by the several Acts of Parliament relating to such companies respectively, and generally to authorize the said railway companies to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon, and which may be sanctioned by Parliament.

And it is proposed by such intended Act or Acts to enable the said Whitehaven and Furness Junction Railway Company to lease or rent, and use the said Whitehaven Junction Railway, and the works thereof, or connected therewith, and to enter into, and to carry into effect any arrangements with the proprietors of such undertaking, either with reference to the objects aforesaid, or with reference to the use or working of such undertaking, or the amalgamation thereof, or of any part thereof, with the undertaking of the said Whitehaven and Furness Junction Railway.

Dated this 5th day of November, 1845.

Roy, Blunt, and Company,

London.

Armitstead and Musgrave,

Whitehaven.

Leeds, Wakefield, Pontefract, and Grimsby Junction Railway.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for leave to bring in a Bill or Bills to make and maintain the railway and branch railways following, or some of them, or some part or parts of the same respectively, as the promoters may hereafter determine, that is to say, a railway, together with all necessary and convenient stations, staiths, landing-places, jetties, wharfs, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other works connected with and to the said railway, such railway commencing by a junction with the main line of the Wakefield, Pontefract, and Goole Railway, now in course of construction, at or near the Headlands road, in the township of Knottingley, in the parish of Pontefract, in the West Riding of the county of York, and passing thence, from, through, or into the several parishes, townships, and extra-parochial places of Pontefract, Knottingley, Darrington, Cridling Park, Cridling Stubbs, Womersley, Walden Stubbs other-

wise Stubbs Walden, Campsall, Norton, Moss otherwise Moseley, Fenwick, Ladythorpe, Hawkhouse Green, East End, Kirkhouse Green, Woodend, Barmby-upon-Dun, Kirk Bramwith, Sand Bramwith, Fishlake, Sykehouse, Stainforth, Hatfield, Thorne, Tudworth and High Levels, in the West Riding of the county of York; Crowle, Eastoft, Sandtoft, Belton, Durtness, Owston, Beltoft, West Butterwick, Epworth, Haxey, Garthorpe, Derrythorpe, Althorpe, Luddington, the River Trent, Butterwick, Burringham, East Butterwick, Bottesford, Ashby, Ashby by Brigg, Ashby Vill, Brumby, Scunthorpe, Messingham, Yaddethorpe, Holme, Twigmoor, Twigmore, Appleby, Manton, Manby, Gokewell, Raventhorpe, Beckingham Shaw, Castlethorp, Frodingham, Barlings, Susworth, Glandford Bridge, Glamford Briggs, Brigg, Wrawby cum Brigg, Bigby, Scawby, Scawby cum Sturton, and Broughton, in the parts of Lindsey, in the county of Lincoln, or some of them, and terminating by a junction with the main line of the Great Grimsby and Sheffield Junction Railway, at or near the old River Ancholme, in the parish of Scawby cum Sturton, in the parts of Lindsey, in the county of Lincoln. Also a branch railway, together with piers, jetties, wharfs, and other works connected therewith, such branch railway commencing from and out of the main line of the said intended railway, in the township of West Butterwick, in the parish of Owston, and passing thence from, through, or into the several parishes, townships, and extra-parochial places of Owston, Belton, Beltoft, Epworth, Haxey, Luddington, Eastoft, Garthorpe, Derrythorpe, Althorpe, and West Butterwick, or some of them, and terminating at or near the west bank of the River Trent, in the said township of West Butterwick, all in the parts of Lindsey, in the county of Lincoln.

Also another branch railway, together with piers, jetties, wharfs, and other works connected therewith, such branch railway commencing from and out of the main line of the said intended railway, at or near the West Common North Drain, in the township and parish of Messingham, and passing thence, from, through, or into the several parishes, townships, and extra-parochial places of Messingham, Bottesford, Burringham, Butterwick, Susworth, Barlings, and East Butterwick, or some of them, and terminating at or near the east bank of the River Trent, in the said township of East Butterwick, in the said parish of Messingham, all in the parts of Lindsey, in the county of Lincoln.

Also another branch railway, commencing from and out of the main line of the said intended railway, in the township of Moss otherwise Moseley, in the parish of Campsall, and terminating by a junction with the intended line of the London and York Railway, at or near the highway from Thorne to Askern, in the said township of Moss otherwise Moseley, in the said parish of Campsall, all in the West Riding of the county of York.

Also, another branch railway, commencing from and out of the main line of the said intended railway, in the township of Moss otherwise Moseley, in the parish of Campsall, and terminating by another junction with the intended line of the said London and York Railway, at or near Hayworth Lane, in the said township of Moss otherwise

Moseley, in the said parish of Campsall, all in the West Riding of the county of York.

And also for power to purchase, take, and hold the ferry across the River Trent, called the Butterwick 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 ferry, and to construct and maintain piers, landing-places, wharfs, and other works and conveniences connected therewith; which said ferry, 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 Burringham, Susworth, Scotter, Scotton, Owston, West Butterwick, Butterwick, Barlings, Messingham, Bottesford, and East Butterwick, or some 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 ferry and piers, landing-places, wharfs, and other works. And also to alter any existing rates, tolls, and duties, collected by custom, usage, or otherwise, at the said ferry. And it is intended by the said Act or Acts, to incorporate a company for executing the said undertaking, and also to deviate in the construction of the said railway and branches, from the line or situation thereof, as laid down on the said plans, deposited as hereinafter mentioned, to the extent shown 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, tram-roads, rivers, drains, brooks, streams, and water-courses, within the parishes, townships, and extra-parochial places aforesaid, as may be required to be diverted or altered, stopped up, cut off, or crossed, for the purposes of such railway and branch railways and works.

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

And it is further intended by the said Act or Acts to enable the Great Grimsby and Sheffield Junction Railway Company, and also the Wakefield, Pontefract, and Goole Railway Company, to raise funds and to take shares in, and subscribe for or towards the making, maintaining, working, and using of the said intended railway, and branch railways, and works.

And it is further intended by the said Act or Acts, to enable the company thereby to be incorporated as aforesaid, to let on lease or sell the said intended railway, branch railways, and other works, or any part thereof, to the said Wakefield,

Pontefract, and Goole Railway Company, or to the said Great Grimsby and Sheffield Junction Railway Company, or to both of them, and to enable the said Wakefield, Pontefract, and Goole Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, or either of them, to purchase or rent, and use and work the said intended railway, branch railways, and works, or any part thereof, and to take tolls, rates, and duties for and 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 connexion therewith, and to authorize the company to be incorporated as aforesaid, and the said Wakefield, Pontefract, and Goole Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, or either of them, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway, branch railways and works, and also to carry into effect and confirm any agreements or arrangements made, or to be made, for or in respect of, the traffic passing, or which may hereafter pass on the respective lines of the said two last-mentioned railway companies, and the railway intended to be constructed under the authority of the said Act or Acts, so to be applied for as aforesaid, and also to authorize the said Great Grimsby and Sheffield Junction Railway Company to carry and convey the traffic which may have passed, or intend to pass, over their line of railway or branch railways, or any part thereof, over the said Wakefield, Pontefract, and Goole Railway, and any branches thereof, and to regulate the rates and tolls to be taken for passing over such last-mentioned railway and branches, or any part thereof.

And also to authorize the said Wakefield, Pontefract, and Goole Railway Company to carry and convey the traffic which may have passed or intend to pass over their line of railway or branch railways, or any part thereof, over the said Great Grimsby and Sheffield Junction Railway, and any branch thereof, and to regulate the rates and tolls to be taken for passing over such last-mentioned railways and branches, or any part thereof. And for all or any of the purposes aforesaid, it is proposed by the said intended Act or Acts to authorize the said Wakefield, Pontefract, and Goole Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, to increase their respective capitals by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And notice is hereby further given, that it is intended by the said Act or Acts to alter, amend, and enlarge the powers and provisions of two several Acts passed in the last session of Parliament, the one relating to the said Wakefield, Pontefract, and Goole Railway Company, and the other relating to the said Great Grimsby and Sheffield Junction Railway Company.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections of the said railway,

branch railways, and of the other works aforesaid, together with books of reference thereto, will be deposited with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield; 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 borough of Pontefract, in the West Riding of the county of York, at his office at Pontefract; 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 in or through which the said railway, branch railways, and works, are intended to be made, or in which the said ferry and the improvements thereof will be situated, will be deposited with the parish clerk of every such parish.

Dated the first day of November, 1845.

*Haywood, Bramley, and Gainsford,
Smith and Hinde,*

Solicitors to the Great Grimsby and Sheffield
Junction Railway Company.

Leeman and Clark,

Solicitors to the Wakefield, Pontefract, and Goole
Railway Company.

*Nicholson, Hett, and Freer,
Solicitors; Brigg.*

Tunbridge and Rye-Harbour 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 incorporate a company, and to give to such company the necessary powers for making and maintaining a railway or railways, with all proper bridges, stations, works, and conveniences connected therewith, and approaches thereto, commencing at or near to Paddock Wood, in the parish of Brenchley, in the county of Kent, and terminating at a point on the Ashford, Rye and Hastings branch of the South-Eastern Railway, at or near Craven Bridge, in the parish of Iden, in the county of Sussex; and which said intended railway and other works are intended to pass from, in, through, or into, or be situate within the several parishes, townships, townlands, extra-parochial, or other places following, or some of them, that is to say, Brenchley, Mereworth, Horsmonden, Marden, Goudhurst, Cranbrook, Benenden, Hawkhurst, Sandhurst, Rolvenden, Newenden, and Wittersham, all in the county of Kent; Iden, Winchelsea, East Guldeford, and Rye, all in the county of Sussex.

And also for the making and constructing a branch railway or railways, with all proper bridges, stations, works, and conveniences, from the Ashford, Rye, and Hastings branch of the South-Eastern Railway, at or near the junction of the parishes of East Guldeford and Rye, in the county of Sussex, to the eastern part of the harbour of Rye, in the parish of Winchelsea, in the county of Sussex; and which said railway or railways, and other works, are intended to pass from, through, or into, or be situate within the parishes of Rye, East Guldeford, and Winchelsea, all in the county of Sussex, or some of them.

And also for making and constructing a branch

railway or railways, with all proper bridges, stations, works, and conveniences, from the Ashford, Rye, and Hastings branch of the South-Eastern Railway, at or near the Fish Market near the town, and in the parish of Rye, to the Strand, at or near the Ferry-Bridge, over the Tillingham channel, in the parish of Rye, in the county of Sussex; and which said intended railway or railways, and other works, are intended to pass from, in, through, or into or be situate within the said parish of Rye, in the county of Sussex.

And it is intended to apply for and obtain powers in the said Act or Acts to deviate in the construction of the said railway or railways from the lines of situation thereof respectively, as laid down on the plans thereof, deposited as hereinafter mentioned, to the extent shown or defined in the said plans, and to stop up or divert, whether temporarily or permanently, within the several parishes, townships, townlands, and extra-parochial or other places aforesaid, or some of them, all such turnpike roads, highways, canals, rivers, streams, sewers, pipes, bridges, aqueducts, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended railway or railways, and works respectively.

And it is also intended by the said Act or Acts to take powers for the purchase, by compulsion or by agreement, of lands and houses for the purposes aforesaid; and also powers for the levying rates, tolls, and duties, in respect of the use of the said proposed railway or railways, and works, and to vary or extinguish all existing rights and privileges connected with the lands and other property to be purchased as aforesaid, or which would in any manner impede or interfere with the objects aforesaid, or contemplated by the said Act or Acts, or any of them, and to confer other rights and privileges.

And it is further proposed in and by the said intended Act or Acts to empower the said company to be thereby incorporated as aforesaid, to raise money for the several purposes aforesaid, and other the several purposes of the said Act or Acts, by the creation of shares, or some other mode to be by the said Act or Acts authorized and provided for, and to empower the said company, either alone or jointly with any other company or parties to undertake the execution of the before-mentioned proposed undertaking.

And it is further proposed in and by the said intended Act or Acts to empower the said company to be thereby incorporated, to sell, let, or transfer the said proposed railway or railways, and works, or any part thereof, and all or any powers of such company, in connection therewith or relating thereto, to any other company or parties; and to enable such last-mentioned company or parties to purchase or rent, and to construct, and use, and work the same, or any part thereof, and generally to enter into and carry into effect such arrangements in reference to the objects aforesaid as may be mutually agreed upon by the said last-mentioned company or parties, and the company to be incorporated as aforesaid.

And for all or any of the proposed aforesaid it is

intended to apply for powers in the said Act or Acts to authorize the said company so to be incorporated as aforesaid, or any other company, party, or parties, united or amalgamated therewith as aforesaid, or any other company or companies, party or parties, as aforesaid, or any or either of them; to increase their present capital by the creation of new shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And notice is hereby given, that plans and sections describing the line, levels, and situation of the said intended railway, and the lands proposed to be taken for the purposes thereof, and of the 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 of the occupiers of such lands respectively, together with duplicates of the same, will be deposited on or before the thirtieth day of November in this present year, with the Clerk of the Peace for the county of Kent, at his office at Maidstone; and with the Clerk of the Peace for the county of Sussex, at his office at Lewes; with the Clerk of the Peace for the borough and port of Rye, at his office in Rye aforesaid; and with the Clerk of the Peace for the borough of Winchelsea, at his office in Rye aforesaid; and a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes in or through which the said intended railway and works will pass or 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 places of abode; and in the Private Bill Office, and in the office of the Clerk of Parliament.

Dated this eighth day of November, 1845.

Elmslie and Preston,
47, Moorgate Street, London.

Direct Manchester, Leeds, and York 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 making and maintaining of a railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction or junctions with the Leeds, Dewsbury, and Manchester Junction, or with the Huddersfield and Manchester Railway and Canal, at or near Bradley, in the township of Huddersfield, in the parish of Huddersfield, in the west riding of the county of York, or at or near Colne Bridge, in the township of Kirkheaton, in the parish of Kirkheaton, in the said riding, or at or near Cooper Bridge, in the township of Hartshead-cum-Clifton, in the parish of Dewsbury, in the said riding, or at such other place or places as may be deemed advisable, in the township of Huddersfield, in the parish of Huddersfield, the township of Kirkheaton, in the parish of Kirkheaton, the township of Hartshead-cum-Clifton, in the parish of Dewsbury, or some or one of them, all in the said west riding of the county of York; passing thence, from, in, through, or into the several parishes, townships, townlands, chapelries, extra-parochial, and other

places of Bradley, Deighton, Sheepridge, Dalton, Colne Bridge, Huddersfield, Kirkheaton, Upper Heaton, Heaton Moor, Cooper Bridge, Mirfield, Hopton, Crossley, Hartshead, Hartshead-cum-Clifton, Clifton, Dewsbury, Robert Town, High Town, Little Town, Mill Bridge, Liversedge Heckmondwike, White Lee, Brownhill, Batley, Birkinshaw, Cleckheaton, Gomersal, Little Gomersal, Great Gomersal, Brook Boyd, Holden, Clough, Birstall, Gildersome-street, Gildersome, Bruntcliffe, Morley, Adwalton, Drighlington, Farnley, Tarnley, Moor Side, Wortley, Lower Wortley, New Wortley, Armley, Churwell, Royds, Mill Shaw, Beeston, Cad Beeston, Holbeck, Hunslet, and Leeds, or some of them, all in the said west riding; and terminating at or near the town of Leeds, in the township and parish of Leeds, and borough of Leeds aforesaid.

And it is also intended to obtain powers in such Act or Acts, to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to cross, vary, divert, alter, or stop up all such turnpike-roads, parish roads, and other highways, public streets, streams, canals, aqueducts, navigable rivers, navigations, and railways and tramways, within the parishes, townships, townlands, chapelries, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, vary, divert, alter or stop up, for the purpose of such railway, or the works, stations, and conveniences connected therewith respectively; and also to authorize junctions, unions, or amalgamations with any railways or railway, at the commencement or termination or in the line or course of such proposed railway, in the several parishes, townships, townlands, chapelries, and extra-parochial places, before mentioned, or some or any of them.

And it is also proposed by the said intended Act or Acts to incorporate a company or companies, for the purpose of carrying into effect the proposed railway and works, and to obtain such powers as are usually conferred for the compulsory purchase of 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 intended railway and works, and to confer, vary, or extinguish any exemption from the payment of such tolls, rates, and duties, and other rights and privileges as to the said company may seem meet.

And it is also intended to vary or extinguish all existing rights or privileges connected with the lands and houses so proposed to be purchased, or which would in any manner interfere with or impede the construction, maintenance, or use of the said intended railway and works, or any of them, 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 as aforesaid, to sell or let and transfer the said intended railway and works, or any of them, or any part thereof, and the tolls to be derived therefrom, and all or any of the powers of the said company, in connexion therewith, to any railway company now or hereafter existing, and to enable any such last-mentioned company to purchase or rent the same, at such rent and upon such

terms and conditions as may be mutually agreed on, and to exercise all powers and authorities to be conferred by the said Act or Acts in connection therewith, and to enter into all such other arrangements as may be deemed advisable by such company to be incorporated by the said intended Act.

And 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 railway, and the works connected therewith, and describing also the lands and buildings proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and buildings, will be deposited for public inspection, 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 of the borough of Leeds, at his office in Leeds in the said riding; 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, in or through which the said railway and works are intended to pass or be made, will be deposited with the parish clerk of every such parish, for the inspection of all parties concerned.

Dated the seventh day of November, 1845.

Wright and Hanbury, Solicitors.

Eastern Counties Railway. (March and Lincoln Extension.)

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 and branch railway hereafter described, or one of them, or some part or parts thereof respectively, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing by a junction with the line of the Brandon and Peterborough Extension of the Eastern Counties Railway, as at present authorized to be made in the hamlet of March, in the parish of Doddington, in the Isle of Ely, and county of Cambridge, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of March, Chatteris, Upwell-End, Doddington, Elm, Wisbeach Saint Mary, Wisbeach Saint Peter, Leverington otherwise Leverington Saint Leonard's, Newton, Leverington Parson Drove, Tydd Saint Giles, or some of them, in the Isle of Ely and county of Cambridge aforesaid; Tydd Saint Mary, Sutton Saint Mary otherwise Long Sutton otherwise Sutton in Holland, Sutton Saint Edmunds, Sutton Saint James, Sutton Saint Mary, Sutton Saint Nicholas otherwise Lutton, Long Sutton, Gedney, Gedney Hill otherwise Gedney Fen, Fleet, Holbeach, Whaplode, Whaplode Drove otherwise Whaplode Fen, Moulton, Weston, Cow'it, Spalding, Pinchbeck, Surfleet, Gosberton, the Roman Bank, Sutterton, Algarkirke, Kirton, Frampton, Wyberton, Skirbeck,

Skirbeck Quarter, Skirbeck Quarter Fen, Wyberton Fen, Boston, Boston West, Brothertoft, Fosdyke Fen, Fosdyke, Pelham's Land, North Forty-foot Drain and Banks, Kirton Fen, Sutterton Fen, Harts Grounds, the ancient bed of the river Witham, Chapel Hill, Swineshead, Holland Fen, Dogdyke, North Gowt, Wildmore Corner, Langrick Ferry otherwise Langret Ferry, Langrickville otherwise Langrville, Terry Booth, Reed Point, and Old Marsh, or some of them, in the parts of Holland, in the county of Lincoln; Coningsby, Langrickville otherwise Langrville, Langrick Ferry otherwise Langret Ferry, North Gowt, Wildmore Corner, and the ancient bed of the river Witham, or some of them, in the parts of Lindsey, in the county of Lincoln; Kyme Eau, South Kyme, North Kyme, North Kyme Fen, Dogdyke, Billinghay Dales, Billinghay Fen, Walcott, Walcott Fen, Billinghay, Thorpe Tilney otherwise Timberland Thorpe, Thorpe Tilney Fen, Martin, Martin Fen, Timberland, Timberland Fen, Linwood, Linwood Fen, Blankney, Blankney Fen, Metheringham, Metheringham Fen, Dunston, Dunston Fen, Nocton, Nocton Fen, Hare-booths, Hanworth-booths, Potter Hanworth, Potter Hanworth Fen, Meer-oak Wood, Branston-booths, Branston with Long Hills, Branston, Branston Fen, Heighington, Washingborough Fen, Washingborough, Canwick, the Foss Dyke Navigation and Canwick Common, or some of them, in the parts of Kesteven, in the county of Lincoln; the Foss Dyke Navigation, Canwick Common, Canwick, Branston, Branston-booths, Branston Fen, Saint Swithin, Saint Benedict, Saint Botolph, Saint Mary-le-Wigford, Saint Peter at Gowts, and Saint Mark, or some of them, in the city of Lincoln and county of the same city, and terminating in the parish of Saint Mark aforesaid; and also a branch railway commencing by a junction with the line of the said intended railway, in the said parish of Spalding, passing thence, from, in, through, or into the several parishes, townships, extra-parochial and other places of Spalding, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Gedney Hill, Lutton, and Sutton Saint Mary aforesaid, and terminating in the said parish of Sutton Saint Mary.

And it is proposed in and by the said intended Act or Acts, to empower the Eastern Counties Railway Company to execute the said intended railway and branch railway, and other works, and to raise such capital as may be necessary for that purpose; or otherwise to incorporate a company for carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, or duties.

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

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, rivers, and sewers, within the aforesaid parishes, townships, and extra-parochial and 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, in the event of a separate company being incorporated for carrying the said intended undertaking into effect, to enable such company to sell, let, or transfer the same, or any part thereof, and all or any of the powers of such company in connexion therewith, or in relation thereto, to the Eastern Counties Railway Company, and to enable such last-mentioned company to purchase or rent the said-intended railway, branch railway, and works, or any part thereof, and to exercise such powers, or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway, branch railway, and works, and generally to enable the said companies respectively to enter into, and carry into effect, such arrangements in reference thereto as may be mutually agreed upon between them.

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

Dated this eighth day of November, 1845.

Roy, Blunt and Co.,
37, Great George Street, Westminster,
Solicitors.

Eastern Counties Railway.—Epping Extension.
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 railways hereafter described, or one of them, or some part or parts thereof respectively, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway commencing at or near the town of Epping, in the parish of Theydon Gernon otherwise Theydon Gernon otherwise Theydon Garnon otherwise Coopersale, in the county of Essex, passing thence from, in, through, or into the several parishes, townships, extra-parochial, and other places of Theydon Gernon otherwise Theydon Gernon otherwise Theydon Garnon otherwise Coopersale, Theydon Mount otherwise Theydon Mount, Theydon Bois otherwise Theydon Bois, Epping, Stapleford Abbots, Stapleford Tawney, Loughton, Buckhurst Hill, Abridge, Lambourn, Lamborne, Chigwell, Chingford, Walthamstow, Whips Cross, Woodford and Woodford Bridge, or some of them, in the county of Essex, and thence by two diverging lines, or one of them; one thereof passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Woodford, Woodford Bridge, Chigwell, Chingford, Walthamstow, Whips Cross, Wanstead, Leytonstone otherwise Laytonstone, Low Leyton otherwise Low Layton and Leyton otherwise Layton, or some of them in the county of Essex, and terminating by a junction with the Cambridge line of the Eastern Counties Railway, in the parishes of Walthamstow and Low Leyton otherwise Low Layton, or one of them, at or near the Lea Bridge station thereon, and the other of such diverging lines passing from, in, through, or into the several parishes, townships, and extra-parochial, and other places of Woodford, Woodford Bridge, Chigwell, Buckhurst Hill, Barking-side, Barking, Chadwell, Ripple, Aldborough, Whips Cross, Wanstead, Leytonstone otherwise Laytonstone, Leyton otherwise Layton, Low Leyton otherwise Low Layton, Ilford, Great Ilford and Little Ilford, or some of them, in the county of Essex, and terminating by a junction with the Colchester line of the Eastern Counties Railway, in the said parish of Little Ilford, at or near the Ilford station thereon.

And it proposed by the said intended Act or Acts to authorize the Eastern Counties Railway Company to execute the said intended railways and other works, or any part thereof, and to raise such capital as may be necessary for that purpose; or otherwise to incorporate a company for carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, or duties.

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

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, rivers, and sewers within the aforesaid parishes, townships, and extra-parochial and 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, or either of them.

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

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections describing the line and levels of the said intended railways respectively, and the situation of the lands proposed to be taken for the purposes thereof respectively, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands respectively, will be deposited for public inspection with the clerk of the peace for the county of Essex, at his office at Chelmsford; and that copies of so much of the said plans, sections, and book of reference, as relates to the several parishes in or through which the said intended railways and works respectively 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, at their respective residences.

Dated this eighth day of November, 1845.

Roy, Blunt and Co., Solicitors,
37, Great George Street, Westminster.

Glasgow, Strathaven, and Lesmahagow Direct Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway or railways, with all proper works and conveniences connected therewith, to commence at a point upon the Glasgow, Barrhead, and Neilston Direct Railway, at or near to Pollokshaws, or at or near to Crossmyloof, by a junction with the said railway, and to terminate at or near to the town of Strathaven, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of East-

wood, Govan, Cathcart, Mearns, Carmunnoch, Eagleshame, Kilbride or East Kilbride, Glassford, and Avondale or Strathaven, in the counties of Renfrew and Lanark; Second, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway, at or near to the town or village of Strathaven, and to terminate at or near to the coal-fields of the estates of Auchlochan and Stockbriggs, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of Avondale or Strathaven, Stonehouse, and Lesmahagow, in the county of Lanark; Third, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described, at or near to the town or village of Strathaven, and to terminate at or near to the town or village of Muirkirk, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of Avondale or Strathaven, and Muirkirk, in the counties of Lanark and Ayr; Fourth, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described at or near to the lands of Bogton, and to terminate at or near to the village of Eagleshame, and to pass from, in, through, or into the several parishes and places following, or some of them, viz., the parishes of East Kilbride or Kilbride and Eagleshame, in the counties of Lanark and Renfrew; Fifth, to make and maintain a continuation or branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the said intended main line of railway first described at or near to the lands of Bogton, and to terminate at or near to the village of East Kilbride, and to pass from, in, through, or into the parish of Kilbride or East Kilbride, in the county of Lanark.

And it is also intended by the said Act or Acts to incorporate a company for making and maintaining the said railway or railways, continuation or branch railways, and other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties, on and for the use of the said railway or railways, continuation or branch railways, and works, and to vary, alter, or extinguish all existing rights and privileges, which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts to divert or alter, within the parishes and places aforesaid, the turnpike and other roads, streets, railways, tramways, rivers, streams, canals, and watercourses, which it may be necessary to interfere with in the construction of the said intended railway or railways, continuation or branch railways, and other works. And it is further proposed by the said intended Act or Acts to enable the company to be thereby incorporated to sell and transfer, or lease, the said intended railway or railways, continuation or branch railways, and works respectively, or any of them, or any part thereof, and all or any of the powers

of the said company to be thereby incorporated in connection therewith, or in relation thereto, to the Glasgow, Barrhead, and Neilston Direct Railway Company; the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company; the Glasgow, Paisley, and Greenock Railway Company; and the Caledonian Railway Company, or any or either of them; and to enable such last-mentioned companies, or any or either of them, to purchase or take in lease the said intended railway or railways, continuation or branch railways, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise), and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway or railways, continuation or branch railways, and works respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said company to be incorporated by the said Act or Acts, such interest and profit on their outlay or capital as may be agreed upon, and generally to enter into and carry into effect such further and other arrangements and agreements, in reference thereto, as may be mutually agreed upon between the said last-mentioned companies, or any or either of them, and the company to be incorporated as aforesaid, and with such objects or otherwise, to alter and amend, extend, or enlarge the Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of Her present Majesty; the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth, and the sixth years of the reign of Her present Majesty; and the Acts relating to the said Glasgow, Barrhead, and Neilston Direct Railway, and to the Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.

And notice is hereby given, that plans, sections, and duplicates thereof, describing the lines or situations and levels of the said intended railway or railways, continuation or branch railways, and other works, and the lands to be taken and used for the purposes thereof, together with a book or 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 in the present year, in the office of the principal sheriff clerk of the county of Renfrew, at Paisley; in the office of the principal sheriff clerk of the county of Ayr, at Ayr; and in the offices of the principal sheriff clerk of the county of Lanark, at Glasgow, Hamilton, and Lanark; and that a copy of so much of the said plans, sections, and book or books of reference as relates to each parish in or through which the said railway or railways, continuation or branch railways, and works, are intended to be made, will be deposited, on or before the thirty-first day of December next, with the schoolmaster, or if there be no schoolmaster then with the session clerk of each such parish, at the respective

No. 20537.

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dwelling-places of each such schoolmaster or session clerk.

Campbell and Tennents,

40, George Square, Glasgow,

G. H. Lang,

37, Great George Street, Westminster,

Glasgow, eighteenth October, 1845.

Solicitors for
the Bill.

Lanark, Stirling, and Clackmannan Counties Junction
Railway.

NOTICE is hereby given, that it is intended to apply to Parliament, in the ensuing session, for an Act or Acts to make and maintain a railway or railways, with all proper works and conveniences connected therewith, to commence at a point on the Castlecary Branch of the Caledonian Railway, near to Castlecary, by a junction with the said Castlecary Branch of the said Caledonian Railway, and also at a point on the Edinburgh and Glasgow Railway, near to Castlecary, by a junction with the said Edinburgh and Glasgow Railway, or at one or other of the said points, and to terminate at a point on the proposed Glasgow and Dundee Junction Railway, at or near to the town of Alva, by a junction with the said proposed Glasgow and Dundee Junction Railway, and also at a point on the said proposed Glasgow and Dundee Junction Railway, at or near the town of Tillicoultry, by a junction with the said proposed Glasgow and Dundee Junction Railway, or at one or other of the said points; or otherwise at or near to the towns of Alva and Tillicoultry; and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Cumbernauld, Falkirk, Denny, Dunipace, Larbert, Saint Ninian's, Airth, Alloa, Clackmannan, Alva and Tillicoultry, in the counties of Dumbarton, Stirling, and Clackmannan: as also to make and maintain a branch railway or railways to diverge out of the main line of the said intended railway or railways at or near to Dennyloanhead, and to terminate at a point on the proposed Caledonian and Dumbartonshire Junction Railway, and the proposed Edinburgh and Glasgow and Dumbartonshire Junction Railway, by a junction with the said proposed railways, or one or other of them, at or near to Kelvindock, in the barony parish of Glasgow, and county of Lanark, and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Denny, Kilsyth, Campsie, Kirkintilloch, Baldernock, East or New Kilpatrick, Cadder, and barony parish of Glasgow, in the counties of Stirling, Dumbarton, and Lanark respectively: as also to make and maintain a branch railway or railways, to diverge out of the main line of the said intended railway or railways, at or near to the town of Denny, and terminate at a point on the proposed Forth and Clyde Junction Railway, by a junction with the said proposed railway at or near to the royal burgh of Stirling, or otherwise at a separate station at or near to the said royal burgh of Stirling, and to pass from, in, through, or into the following parishes or places, or some of them, viz.:—the parishes of Denny

Dunipace, Saint Ninian's, and Stirling, and the royal burgh of Stirling in the county of Stirling.

And it is also intended, by the said Act or Acts, to incorporate a company for making and maintaining the said railway or railways, and branch railway or railways, and other works, and also for the purpose of purchasing or leasing the ferry at Alloa, called the Craigward Ferry, or for one or other of said purposes, and to authorize and empower the proprietors, trustees, or lessees of the said ferry, to sell and transfer or lease the same to the company to be thereby incorporated, and to unite and incorporate the said railway or railways, branch railway or railways, and ferry, into one undertaking, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on, and for the use of said railway or railways, branch railway or railways, and works, and ferry, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts, to divert or alter within the parishes, royal burgh, and places aforesaid, the turnpike and other roads, streets, railways, tramways, canals, rivers, ferries, streams, and water-courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, branch railway or railways, and other works, and also to carry the said railway or railways by a bridge across the river Forth, and to make and maintain all proper works and conveniences, depôts, landing, loading, and shipping places on the line, and at the termination of the said railway or railways, and branch railway or railways.

And it is further proposed by the said intended Act or Acts, to enable the company to be thereby incorporated to sell, and transfer, or lease, the said intended railway or railways, branch railway or railways, and ferry, and works respectively, or any of them, or any part thereof, and all or any of the powers of the said company to be thereby incorporated in connection therewith, or in relation thereto, to the Edinburgh and Glasgow Railway Company, the Scottish Central Railway Company, and the Caledonian Railway Company, or any or either of them, and to enable such last-mentioned companies, or any or either of them, to purchase, or take in lease, the said intended railway or railways, and ferry and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties, or otherwise) and also to raise and contribute funds towards the making, maintaining, working and using of such intended railways, branch railways, and works, respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said company, to be incorporated by the said Act or Acts, such interest or profit on their outlay or capital as may be agreed upon, and generally to enter into and carry into effect such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last-mentioned companies or any one or more of

them, and the company to be incorporated as aforesaid, and with such objects, or otherwise to alter and amend, extend or enlarge, the Acts relating to the said Edinburgh and Glasgow Railway, passed in the first and second, third and fourth, the fifth, the seventh, and eighth; and the eighth and ninth years of the reign of Her present Majesty, and the Acts relating to the said Scottish Central and Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.

And notice is hereby given, that plans and sections, and duplicates thereof, describing the lines, or situations and levels of the said intended railway or railways, and branch railway or railways, and other works, and the lands to be taken and used for the purposes thereof, together with a book or 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 in the present year, in the office of the principal sheriff-clerk of the county of Lanark, at Glasgow; in the office of the principal sheriff-clerk of the county of Dumbarton, at Dumbarton; in the office of the principal sheriff-clerk of the county of Stirling, at Stirling and Falkirk respectively; and in the office of the principal sheriff-clerk of the county of Clackmannan, at Alloa; and that a copy of so much of the said plans and sections, and book or books of reference, as relates to each parish or royal burgh in or through which the said railway or railways, branch railway or railways, and works, are intended to be made, will be deposited, on or before the thirty-first day of December next, with the schoolmaster, or if there be no schoolmaster, then with the session-clerk of each such parish, at the respective dwelling places of each such schoolmaster or session-clerk, and with the town-clerk of the said royal burgh of Stirling, at his office in Stirling.

Campbell and Tennents,
40, George Square, Glasgow.

William M' Ewan,
24, Saint Vincent Place, Glasgow.

John Donald, Writer, Alloa.

James Laing, Writer, Denny.

James Kerr, Writer, Stirling.

Glasgow, eighteenth October, 1845.

Glasgow Southern Terminal Railway.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway or railways, with all proper works and conveniences connected therewith, to commence at or near to the lands of Titwood, on the estate of Polloc, by a junction with the Glasgow Barrhead and Neilson Direct Railway, and to terminate at a point in or near to Dunlop Street, in the city of Glasgow, and to pass from, in, through, or into the following parishes, royal burgh, or places, or some of them, viz., the parishes of Govan

and Gorbals, in the counties of Renfrew and Lanark, and the royal burgh of Glasgow, the parish of Glasgow, and Saint Enoch's parish of Glasgow, in the county of Lanark.

And it is also intended by the said Act or Acts, to incorporate a company for making and maintaining the said railway or railways, and other works, and to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of the said railway or railways, and other works, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts, to divert or alter within the parishes, royal burgh, and places aforesaid, the turnpike and other roads, streets, gas pipes, water pipes, railways, tramways, canals, rivers, ferries, streams, sewers, and water courses, which it may be necessary to interfere with in the construction of the said intended railway or railways, and other works, and also to carry the said railway or railways across the River Clyde, and to make and maintain all proper works and conveniences, depôts, landing, loading, and shipping places on the lines and at the terminations of the said railway or railways.

And it is further proposed by the said intended Act or Acts to enable the company to be thereby incorporated to sell and transfer, or to lease the said intended railway or railways, and other works respectively, or any of them, or any part thereof, and all or any of the powers of the said company to be thereby incorporated in connection therewith, or in relation thereto, to the Glasgow Barrhead and Neilston Direct Railway Company, the Glasgow, Paisley and Greenock Railway Company, the Clydesdale Junction Railway Company, the Polloc and Govan Railway Company, and the Caledonian Railway Company, or any or either of them; and to enable such last-mentioned companies, or any or either of them, to purchase or take in lease the said intended railway or railways, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them, (whether with relation to the levying of tolls, rates, and duties, or otherwise,) and also to raise and contribute funds towards the making, maintaining, working and using of such intended railway or railways, and other works respectively, or any part thereof, or to take shares in the said undertaking, or to guarantee to the said company, to be incorporated by the said Act or Acts, such interest or profit on their outlay or capital as may be agreed upon, and generally to enter into, and carry into effect such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last-mentioned companies, or one or more of them, and the company to be incorporated as aforesaid, and with such objects, or otherwise, to alter and amend, extend or enlarge the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of Her present Majesty; the Act relating to the Clydesdale Junction Railway passed in the eighth

and ninth year of the reign of Her present Majesty; the Acts relating to the Polloc and Govan Railway passed in the eleventh year of the reign of His Majesty King George the Fourth, the second year of the reign of His Majesty King William the Fourth, and the first year of the reign of Her present Majesty; and the Acts relating to the said Glasgow Barrhead and Neilston Direct Railway, and to the Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.

And notice is hereby given, that plans and sections, and duplicates thereof, describing the line or situation and levels of the said intended railway or railways, and other works, and the lands to be taken and used for the purposes thereof, together with a book or books of reference to such plans, containing the name 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, in the office of the principal sheriff-clerk of the county of Renfrew at Paisley, and in the office of the principle sheriff-clerk of the county of Lanark at Glasgow; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish or royal burgh, in or through which the said railway or railways, and other works, are intended to be made, will be deposited on or before the thirty-first day of December next, with the schoolmaster, or if there be no schoolmaster, then with the session-clerk of each such parish, at the respective dwelling-places of each such schoolmaster or session-clerk, and the town clerks of the royal burgh of Glasgow, at their office in Glasgow.

Campbell and Tennents,

40, George Square, Glasgow,

G. H. Lang,

37, Great George Street, Westminster,

Solicitors for the Bill.

Glasgow, 18th October, 1845.

Lincolnshire and Eastern Counties 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 authorize the construction and maintenance of the railway or railways hereinafter mentioned, or some or one of them, 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 to a point on the river Humber, in the parish of Barrow, in the parts of Lindsey and county of Lincoln, and terminating at and by a junction with the Eastern Counties Railway, in the parish of Chesterton, in the county of Cambridge, which said intended railway and other works connected therewith will pass from, in, through or into, or be situate within the several parishes, townships, districts, extra-parochial and other places following, or some of them, that is to say, Goxhill, Goxhill Ferry, Littleworth, and Barrow otherwise

Barrow upon Humber, Thornton Curtis, South Goxhill, Burnham, Wootton, East Halton, North Killingholme, Habrough, Welby, South Killingholme, Ulceby, Uleebyskittor, Croxton, Kirlington, Melton Ross, Barnetby-le-Wold Brocklesby, Brocklesby Thoresway with Little Limber otherwise Limber Parva with Brocklesby, Great Limber otherwise Limber Magna otherwise Limbergh Magna, Bigby, Somerby, Searby-cum-Owmbly, Searby, Owmbly, Grassby, Grassby Bottoms, Clixby, Crassby, Cadney cum Howsham, Caister otherwise Castor, Hundon Fonnaby, Audleby, Caistor Moor, Cabourn, Nettleton, Rothwell, North Kelsey, South Kelsey, Moortown, Holton, Holton-le-Moor, Thornton-le-Moor, Owersby, North Owersby, South Owersby, Claxby by Normanby, Claxby, Walesby, Othy, Risby, Normanby on the Wolds, Normanby, Usselby Kirkby-cum-Osgodby, Kingerby, Middle Rasen, Middle Rasen Tupholme, Middle Rasen Drax, town of Market Rasen in the parish of Market Rasen otherwise East Rasen, Market Rasen, East Rasen, Rasen, Tealby otherwise Tevilby, Linwood, North Willingham, Legsby, Bleasby, Collow otherwise Collar, Old Collow otherwise Old Collar, New Collow otherwise New Collar, East Torington, West Torington, Lissington, Sixhills, Hainton, South Willingham, East Barkwith, West Barkwith, Holton, Holton Beckering otherwise Holton-le-Beckering, Beckering, Panton, Benniworth, Market Stainton, Wragby, Ranby, Sotby, Langton, Hatton, Stourton otherwise Great Stourton, Baumber otherwise Baumbergh otherwise Baumbergh, Little Stourton, Minting, Hemingsby, Wispington, Edlington, West Ashby, Middlethorpe, Farthorpe, Thimbleby, Low Toynton, High Toynton, Horncastle, Langton, Horsington, Thornton, Woodhall, Martin, Mareham in the Hill, Dalderby, Scrivelsby, Roughton, Haltham, Haltham upon Bain, Haltham Wood, Wood Enderby, Moorby, Wilksby, Tumby in Kirkby, Burkwood, Fullsby, Kirkby super Bain, Toft Hill, Toft Grange, Mareham-le-Fen, Revesby, Tumby, Tumby Wood, Medlam, Moor Houses, Frithville, Frithbank, Westville, Royalty in Westville, Coningsby, Bolingbroke, Carrington, Toynton Saint Peters, Fishtoft, Sibsey, Leverton, Freiston, Thornton-le-Fen, Woodhall, Kirkstead, West Ashby, Newham, Meerbooth, Langrickville, Sibsey, Willows, Swincote, Boston, Boston West, Skirbeck, and Skirbeck Quarter, or some of them, all in the parts of Lindsey, in the said county of Lincoln; Brothertoft, Boston, Boston West, Skirbeck, Skirbeck Quarter, Skirbeck West, Fishtoft, Wyberton, Wyberton End, Wyberton West End, Frampton, Kirton, Sandholme, Sutterton, Algarkirk, Skeldyke, Bucklegate, Fossdyke, Fossdyke Wash, Dowdyke, Gosberton, Surfleet, Moulton, Holbeach, Weston, Whaplode, Whaplode Saint Catherine otherwise Whaplode Drove, Fleet, Sutton Saint Mary otherwise Long Sutton otherwise Sutton in Holland, Gedney, Gedney Hill otherwise Gedney Fen, Sutton Saint James, Tydd Saint Mary, Tydd Gout otherwise Tydd Gowt otherwise Tydd Gote, Sutton Saint Edmunds, Sutton Saint Nicholas otherwise Lulton, Spalding, Spalding Marsh, and Tydd Saint Giles, or some of them, in the parts of Holland, in the said county of Lincoln; Tydd

Saint Giles, Newton, Sutton Saint Edmunds, Leverington, Parson Drove otherwise Leverington Parson Drove, Wisbeach Saint Peter, Wisbeach Saint Mary, Elm, Emneth, Waldersea, Needham, Stanford, Laddus, Coldham, Grasemoor, Norwood, March, Wimblington, Doddington, Turf Fen, Chatteris, Sutton, Sutton Galt, Sutton Meadlands, Welshes Dam, The Hundred Feet Washes, Mepal, Haddenham, Hilrow, Stretham, Wilburton, and Aldreth, or some of them, in the Isle of Ely, in the county of Cambridge; Willingham, Smithy Fen, Rampton, Cottenham, Landbeach, Dunston, Histon, Impington, Milton, and Chesterton, or some of them, in the county of Cambridge.

A railway or branch railway with all proper works, approaches, and conveniences connected therewith, commencing at or near the proposed terminus of the Nottingham and Lincoln Railway, in the parishes of Saint Marks and Saint Peters at Gowts, or one of them, at or near the city of Lincoln, in the county of the same city, and terminating at or near the town of Louth, in the parish of Louth, in the county of Lincoln; which said intended railway or branch railway and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, districts, and extra-parochial or other places following, or some of them, that is to say, Saint Mark, Saint Botolph, Saint Benedict, Saint Peters at Arches, Saint Peters at Gowts, Saint Mary-le-Wigford, Saint Swithin, Saint Paul, Saint Michael Eastgate, Monks Leas Common otherwise the Liberty of the Monks, Saint John, Saint Martins, Saint Nicholas in Newport, Saint Mary Magdalen, Saint Peter in Eastgate, Saint Margaret in the Close, The Fossdyke and Witham Banks, in the city of Lincoln and county of the same city; Canwick, Canwick Common, Bracebridge, Greetwell, Washingborough, Cherry Willingham, Heighington, Nettleham, Repham or Reepham, Fiskerton, Sudbrooke, Barlings, Barlings cum Langworth, Langworth, Barlings Abbey, Stainton by Langworth, North End Wood, Reasby, Newbold or Newball, Apley, Hoplane and Kingthorpe, Stainfield, Bullington, Bullington Abbey, Colstead or Colsted Rand, Rand cum Fulnetby, Fulnetby, Thisleton, Kingthorpe otherwise Kingthorpe, Goltho, Goltho cum Bullington, Langton by Wragby, Langton Wood, Low Langton, Langton Hill and Strubby, Bardney, Holton, Beckering otherwise Holton-le-Beckering, Beckering Hatton, West Torington, East Torington, Torington, West Barkwith, East Barkwith, Barkwith, Ranby, Panton, Sotby, South Willingham, Benniworth, Hainton, Market Stainton, Brough-upon-Bain cum Girsby otherwise Burgh-upon-Bain cum Girsby, Brough-upon-Bain otherwise Burgh-upon-Bain, Brough, Burgh, Biscathorpe, Girsby, Donington upon Bain, Donington, Grimblethorpe, Gayton-le-Wold, Gayton, Goulsby otherwise Goulceby, Stenigot, Asterby, Scamblesby, Cawkwell, Cadwell otherwise Cardale, Welsdale, Withcall, Tathwell, Raithby on the Wolds, Raithby-cum-Maltby, Maltby in the Wolds, Raithby, Maltby, Dovendale, Hallington, Welton-le-Wold, Welton, South Elkington, and

Louth; or some of them, in the parts of Lindsey, in the said county of Lincoln.

A railway or branch railway with all proper works approaches and conveniences connected therewith, commencing at the terminus of the said last-mentioned railway or branch railway at Louth aforesaid, and terminating at or near to Great Grimsby, in the county of Lincoln; which said intended railway or branch railway and other works connected therewith will pass from in, through, or into, or be situate within the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Louth, Louth Park, Hackthorpe, Kelstern, Coates Grange, Calcethorpe, Keddington, Stewton, Fanthorpe, Agthorpe otherwise Ackthorpe, South Elkington, North Elkington, Brackenborough, Alvingham, North Cockerington otherwise Cockerington Saint Mary, Little Grimsby, Fotherby, North Ormsby otherwise Nun Ormsby, Utterby, Yarborough otherwise Yarburgh, Cavenham Saint Mary, Cavenham Saint Bartholomew, Ludborough, Wyham, Wyham with Cadeby, Beesby, Audby, Fulstow, Marsh Chapel, Fire Beacon, North Thoresby, Thoresby Fen, Hawerby, Hawerby with Beesby, Ashby Fenby, Ashby-cum-Fenby, Grainsby Holme, Grainsby Healing, Grainsby Waithe Mill otherwise Waythe, Waith, Tetney cum Holton, Tetney Wathall, Tetnev Grange, Brigsby Holton, Holton-le-Clay, Waltham Barnoldby-le-Beck, Humberstone Grange, Humberston, Scarthoe cum Cleethorpes, Scarthoe, Thrunscoc, Weelsby, Bradley, Great Coates, Little Coates, North Coates, Peaks, Peaks Closes, Cole Itterby, Bradley Wellow, Weelsby Clee, Wellow, Grimsby Abbey, and Great Grimsby, or some of them, all in the parts of Lindsey in the said county of Lincoln.

And a railway or branch railway with all proper works, approaches, and conveniences connected therewith, commencing at or near a point on the trunk line of the said hereinbefore first-mentioned railway, in the parishes of Revesby, Wilksby and Mareham-le-Fen, or one of them, all in the parts of Lindsey, in the said county of Lincoln, and terminating at or near to the town of Spilsby, in the parish of Spilsby; which said intended railway and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Revesby, Wilksby, Buckwood, Asgarby, East Kirkby, Hagnaby, Miningsby, Stickford, Bolingbroke, East Keal, West Keal, Raithby, Claxby Pluck-Acre, Keal Coates, Mavis Enderby, Laythorpe, Toynton All Saints, Toynton Saint Peters, Eresby, Hundleby, Halton, Halton Holgate, Little Steeping, and Spilsby, or some of them, all in the parts of Lindsey in the said county of Lincoln.

And it is intended by such Act or Acts to incorporate a company for the purposes of carrying the said intended undertakings or any of them into effect, and to take powers for the purchase of lands and buildings by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties on and for the use of the same railway and works, and to grant

certain exemptions from such tolls, rates, and duties.

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 undertakings, or any of them, 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 to stop up, alter, and divert, whether temporarily or permanently, all turnpike and other roads, and highways, railways, tramways, aqueducts, canals, streams, rivers, pipes, water-courses, sewers, and other such works within the aforesaid parishes, townships, districts, 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 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 or railways, and works, or any of them.

And notice is hereby further given, that plans and sections of the said intended railway or railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands and buildings, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the division of Lindsey, at his office in Spilsby, in the said county of Lincoln; with the Clerk of the Peace for the division of Kesteven, at his office in Sleaford, in the said county of Lincoln; and with the Clerk of the Peace for the division of Holland, at his office in Spalding, in the said county of Lincoln; with the Clerk of the Peace for the borough of Boston, at his office within the said borough of Boston, in the parts of Holland, in the county of Lincoln; with the Clerk of the Peace for the county of the city of Lincoln, at his office in the city of Lincoln aforesaid; with the Clerk of the Peace for the Isle of Ely, at his office in Wisbeach St. Peter's, in the Isle of Ely and county of Cambridge aforesaid; and with the Clerk of the Peace for the county of Cambridge aforesaid, at his office in the parish of Little St. Mary's, in the town of Cambridge, in the county of Cambridge aforesaid; 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 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 each such parish respectively, at the place of abode of such parish clerk.

Dated the fifth day of November, 1845.

Loveland and Beckitt, Solicitors,

64, Lincoln's Inn Fields.

Wm. Benson Beckitt, Solicitor, Thorne.

Bulmer and Durnford, Parliamentary Agents,
44, Parliament Street.

Worcester and South Wales 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 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 or junctions with the intended Oxford, Worcester, and Wolverhampton Railway, or by a distinct terminus in the parishes of Claines and Saint Martin, or in one of them, partly in the city of Worcester, and county of the same city, and partly in the county of Worcester, and terminating near the town of Ross, in the county of Hereford, either by a junction or junctions with the intended Monmouth and Hereford Railway, in the parishes of Ross and Bridstow, in the county of Hereford, or one of them, or partly in the said parish of Ross, and partly in the said parish of Bridstow, or at a distinct terminus in the said parish of Ross, or in the said parish of Bridstow, or partly in the said parish of Ross, and partly in the said parish of Bridstow, and which said railway and works will pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Saint Peter otherwise Saint Peter the Great, Whittington, Battenhall Middle, Battenhall Lower, Battenhall, Saint Martin, Claines, Whistones otherwise Whitstones, Saint George, Saint Oswald, Pitchcroft, Saint Clement, parish of Saint John in Bedwardine otherwise Saint John, township of Saint John in Bedwardine otherwise Saint John, Oldbury, Wick Episcopi, Broad Heath, Broadmore Green, Upper Wick, Lower Wick, or some of them, in the county of Worcester, and in the city of Worcester, and county of the same city, or in one of them, or partly within, and partly without the boundaries of the said county of Worcester, city of Worcester, and county of the same city, Saint Michael, College Precincts, Saint Andrew, Saint Helen, Saint Alban, All Saints, Saint Nicholas, Saint Swithin, Saint Clement, the Block House otherwise Block House Fields otherwise Saint Paul's, Pitchcroft, the bed and shores of the river Severn, in the city of Worcester, and county of the same city, Hallow, Grimley, Cotheridge, Powick, Woodsfield, Cleveload, otherwise Cleveloads, Bransford, Leigh, Leigh Sinton, Braces Leigh, otherwise Leigh Braces, Upper Howsell, Lower Howsell, Sherridge, Sandlin otherwise Sanlin, Brockamin, Hill End, Link End, Newland, Great Malvern, Madresfield otherwise Maddresfield, Hanley Castle, Little Malvern, Mathon, or some of them, in the county of Worcester; Evesbatch, Cradley, Colwall, Coddington, Bosbury, Ledbury, Little Marcle, Donnington, Much Marcle, Walton, Kinaston, Yatton, Aston Ingham, or some of them, in the county of Hereford; Preston, Dymock, Kempsey, Newent, Newland, or some of them, in the county of Gloucester; Upton Bishop, Linton, Foy, Eaton Treagoes, Brampton Abbots, Bridstow, Wilton Castle, Weston-under-Penyard, Ross, and Walford, or some of them, in the said county of Hereford. And the promoters reserve to themselves the right to confine the application to a part

only instead of the whole of the aforesaid undertaking, 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 Worcester, at his office in the city of Worcester; 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 Hereford, at his office in the city of Hereford; and with the clerk of the peace for the city of Worcester, and county of the same city, at his office in the city of Worcester, 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 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, 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 or works may unite, and to delegate to 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 such other company or companies, or persons as aforesaid, to purchase, rent, work, or construct the said intended railway 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.

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 sixth day of November, 1845.

Gilbert, Hooke, Street and Gutteres,
Philpot Lane, London.

Charles Gwillim Jones,
11, Gray's Inn Square.

J. A. and F. Higgins and Chamberlain,
Ledbury.—Solicitors for the Bill.

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 or railways with all proper and convenient stations erections bridges wharfs warehouses works communications approaches and conveniences connected therewith to commence either by an independent terminus or by a junction with the Syston and Peterborough Railway at or near to a field or close called "Prior's Close" in the parish of Melton Mowbray in the county of Leicester and to terminate either by an independent terminus or by a junction with the Midland Counties Railway at or near to the Nottingham station of the said railway in the parish of Saint Mary in the town and county of the town of Nottingham 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 of them that is to say Melton Mowbray Eye Kettleby Sysonby Kirby Bellars otherwise Bellairs Frisby otherwise Frisby on the Wreak Asfordby otherwise Ashfordby Saxelby Welby Scalford Holwell Abb Kettleby Warnaby Grimston Dalby otherwise Old Dalby otherwise Dalby on the Woulds Nether Broughton Claxton otherwise Long Clawson and Hose in the county of Leicester Upper Broughton otherwise Over Broughton otherwise Broughton Sulney Hickling Willoughby Wysall Widmerpool Lodge on the Woulds Keyworth Stanton on the Woulds Kinoulton Colston-Basset Clipston on the Woulds Owthorpe Bradmore Bunny Flawforth Plumtree on the Woulds Normanton on the Woulds Plumtree Ruddington Tollerton Edwalton Clipston Cotgrave Cropwell Bishop Cropwell Butler Tithby Cropwell on the Woulds Owthorpe on the Woulds Stragglethorpe Basingfield Ratcliffe otherwise Radcliffe Gamston Holme Pierrepoint otherwise Holme Pierrepoint Colwick West Bridgeford Adbolton Sneinton and Wilford in the county of Nottingham and Saint Mary in the town and county of the town of Nottingham.

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 and footpaths streets rivers streams sewers canals navigations rail-

ways 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 of Leicester at his office at Leicester in the same county with the clerk of the peace for the county of Nottingham at his office at Newark upon Trent in the same county and with the clerk of the peace for the town and county of the town of Nottingham at his office at Nottingham aforesaid 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 purposes 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 and duties upon or in respect of the said railways 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 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 to any other railway company or companies or persons with whose line the said intended railways and works may unite and to delegate to 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 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 railways and works or any part thereof or 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 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 aforesaid 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

Walker and Gridley Solicitors

5 Southampton Street

Bloomsbury Square London

Peterborough and Nottingham 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 a railway or railways with all proper and convenient stations erections bridges wharfs warehouses works communications approaches and conveniences connected therewith to commence either by an independent terminus or by a junction with the Syston and Peterborough Railway at or near to the George Hotel in the parish of Saint Martin Stamford Baron in the liberty or soke of Peterborough in the county of Northampton and to terminate either by an independent terminus or by a junction with the Midland Counties Railway at or near to the Nottingham station of the said railway in the parish of Saint Mary in the town and county of the town of Nottingham 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 of them that is to say Saint Martin Stamford Baron and Wothorpe in the liberty or soke of Peterborough in the county of Northampton Easton in the said county of Northampton Saint John Stamford All Saints Stamford Saint George Stamford Saint Michael Stamford and Saint Mary Stamford in the borough of Stamford in the parts of Kesteven in the county of Lincoln Tinwell in the county of Rutland and All Saints Stamford in the borough of Stamford in the parts of Kesteven in the county of Lincoln intermixed Ketton Tinwell Ingthorpe Little Casterton Tolthorpe Ryhall Great Casterton otherwise Bridge Casterton Tickencote Empingham Pickworth Horne Exton Hardwick Greetham Cottesmore Clipsham Stretton Hooby Barrow Market Overton Ashwell Thistleton Teigh and Whisendine in the county of Rutland Edmond-Thorpe Wymondham Stapleford Garthorpe Saxby Freeby Brentingby Wyfordby otherwise Wyverby Brentingby cum Wyfordby otherwise Wyverby Burton Lazars Thorpe Arnold Melton Mowbray Melton Mowbray Thorpe Arnold and Wyfordby otherwise Wyverby intermixed Eye Kettleby Sysonby Kirby Bellars otherwise Bellairs Frisby otherwise Frisby on the Wreak Asfordby otherwise Ashfordby Saxelby Welby Scalford Holwell Abb Kettleby Wartnaby Grimston Dalby otherwise Old Dalby otherwise Dalby on the Woulds Nether Broughton Claxton otherwise Long Clawson and Hose in the county of Leicester Upper Broughton otherwise over Broughton otherwise Broughton Sulney Hickling Willoughby Wysall Widmerpool Lodge on the Woulds Keyworth Stanton on the Woulds Kincoulton Colston-Basset Clipston on the Woulds

Owthorpe Bradmore Bunny Flawforth Plumtree on the Woulds Normanton on the Woulds Plumtree Ruddington Tollerton Edwalton Clipston Cotgrave Cropwell Bishop Cropwell Butler Tithby Cropwell on the Woulds Owthorpe on the Woulds Stragglethorpe Basingfield Ratcliffe otherwise Radcliffe Gamston Holme Pierrepoint otherwise Holme Pierrepoint Colwick West Bridgeford Adbolton Sneinton and Wilford in the county of Nottingham and Saint Mary in the town and county of the town of Nottingham. And also to make and maintain another railway or branch railway with all proper works and conveniences connected therewith from and out of the said first-described railway at or near to a certain field or close called "the Ten Acre" in the parish of Melton Mowbray in the county of Leicester near to "Melton Lodge" in the hamlet of Sysonby in the said parish of Melton Mowbray and to terminate either by an independent terminus or by a junction with the Syston and Peterborough Railway at or near to a field or close called "Prior's Close" in the said parish of Melton Mowbray in the said county of Leicester and which said last-mentioned railway or branch railway will pass from in through or into the several parishes townships and extra-parochial or other places following or some of them that is to say Melton Mowbray Eye Kettleby Sysonby Kirby Bellars otherwise Bellairs Frisby otherwise Frisby on the Wreak Asfordby otherwise Ashfordby Saxelby Welby Abb Kettleby Wartnaby Scalford and Holwell in the county of Leicester. 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 and footpaths streets rivers 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 of Northampton at his office at Northampton in the same county with the clerk of the peace for the liberty or soke of Peterborough at his office in the city of Peterborough with the clerk of the peace for the parts of Kesteven in the county of Lincoln at his office at Sleaford in the same county with the clerk of the peace for the borough of Stamford in the said parts of Kesteven in the said county of Lincoln at his office at Stamford aforesaid with the clerk of the peace for the county of Rutland at his office at Oakham in the same county with the clerk of the peace for the county of Leicester at his office at Leicester in the same county with the clerk of the peace for the county of Nottingham at his office at Newark upon Trent in the same county and with the clerk of the peace for the town and county

of the town of Nottingham at his office at Nottingham aforesaid 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 purposes 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 and duties upon or in respect of the said railways 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 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 to any other railway company or companies or persons with whose line the said intended railways and works may unite and to delegate to 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 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 railways and works or any part thereof or 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 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 aforesaid 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.

Walker and Gridley

Solicitors

5 Southampton Street

Bloomsbury Square London.

South Midland and Southampton Junction
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next
No. 20537. S

session, for an Act or Acts to authorize the formation and maintainance of a railway, with all proper stations, works, approaches, and conveniences connected therewith, to commence by means of a junction with the London and Birmingham Railway, in the parish of Blisworth, in the county of Northampton, and to terminate by means of a junction with the South Western Railway, in the parish of Basingstoke Saint Michael, in the town of Basingstoke, in the county of Southampton, which said proposed railway, works, and conveniences are intended to be situated in, or to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them, following, that is to say, Blisworth, Middleton or Milton Malsor, Gayton, Banbury Lane, Tiffeld, Grafton Regis, Salcey Forest, Salcey Lodge, Hartwell Lodge, Alderton, Stoke Bruerne, Shuttlehanger, Paules-Pury, Wicken, Passenham, Denshanger, Puxley, Pottersbury, Yardley Gobion, Old Stratford, Furtho and Cosgrave, all in the county of Northampton. Lillingstone Dayrell, Leckhamstead, Middle End, South End, Akeley, Foxcote, and Maids-Moreton, Saint Peter and Saint Paul, Lenborough, Gawcott, Bourton, Bourton Hold, and Prebend-End, all in the borough of Buckingham. Thornborough, Padbury, Adstock, Stony Stratford, Thornton, Addington, Steeple Claydon, Middle Claydon, East Claydon, Botolph Claydon or Bottle Claydon, Twyford, Charndon, Poundon, Edgcott or Edgcolt, Quanton Parish, Quanton Township, Dereham, Doddeshall, Shipton Lee, Denham, Grendon Underwood, Wotton Underwood, Waddesdon Parish, Waddesdon Township, Westcott, Woodham, Ashendon, Pollicott, Little Pollicott, Brickley, Dorton, Over Winchendon, Nether Winchendon, Chilton, Easington, Cuddington, Long Crendon, Haddenham, Scotsgrove, Aston Sandford, Kingsey, Twythorp, Towersey, Ibstone, Turville, Turville Fingest and Fawley, all in the county of Buckingham. Lillingstone Lovell, Ibstone, Thame, Old Thame, New Thame, Priest End, North Weston, Moreton, Thame Park, Albury, Tiddington, Tetsworth, Sydenham, Sydenham Street, Emington, Adwell, Chinnor, Oakley, Hempton or Henton, Winnall, Sprigsally, Crowell, Aston Rowant, Chalford, Kingston Blount, Kingston Stirt, Lewknor, Lewknor Uphill, Postcombe, Ashampstead, Wheatfield, South Weston, Stokenchurch, Shirburn, Pirton or Pyrton, Upper Assendon, Clare, Golder, Standhill, Christmas Common, Watlington Parish, Watlington Liberty, Greenfield, Wormondiscombe, Britwell Salome, Swincombe or Swyncombe, Pishill, Nettlebed, Bix or Bixbrand, Stonor, Rotherfield Grays, Rotherfield Peppard, Saint Mary's Henley on Thames, Middle Assendon, Lower Assendon, North Field End, Shiplate, Harpsden, Bolney, Sonning, Sonning Eye, Dunsden Green, Caversham, Lower Caversham, Mapledurham, Chawsey, and Gurney, all in the county of Oxford. Sonning, Sonning-Eye, Dunsden Green, Coley Saint Lawrence Reading, Saint Mary's Reading, Southgate, Saint Giles Reading, Whitley, Tilehurst Pangbourn, Burghfield, Burghfield-Green, Beechill, Calcot Shinfield, Hartwell or Hartley-Dummer, Swallowfield, Arborfield, Sulhampstead Bannister, Lower Sulhampstead Bannister, Sul-

hampstead-Abbots otherwise Chilhampstead, and Graizeley or Graiseley Green, all in the county of Berks. Shinfield, Hartwell or Hartley Dummer, Swallowfield, and Arborfield, all in the county of Wilts. Stratfield Mortimer, Wokefield, Mortimer West End, Silchester, Stratfield Turges or Turgiss, Branley, Bramley Green, Hartley-Westpall, Rotherwick, Sherfield-upon-Loddon, Sherborn Saint John, Hartley Priory or Hartley Dummer, Newnham, Monks or West Sherborn or Monk Sherborn, Chineham or Chinham, Woodgarston, Mapledurwell or Mapledurwell, Skewers or Scures, Eastrop, Basingstoke Saint Michael, Old Basing, Water End, and Up Nately, all in the county of Southampton, or so much and such part or parts of such railway as may hereafter be determined on.

And it is purposed to take power by the said intended Act or Acts 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, stop up, alter and divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, all such turnpike-roads and other roads, highways, canals, streams, sewers, pipes, aqueducts, rivers, bridges, railways, and tramroads as it may be necessary to stop up, alter, and divert for the purpose of constructing, maintaining, or using the said intended railway and works respectively.

And it is also intended by the said Act or Acts, to incorporate a company or companies to carry into effect the intended works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and all estates and interests therein for the purposes aforesaid, and for power to vary or extinguish all rights and privileges connected with such lands and houses; and also for powers for the levying of rates, tolls, and duties in respect of the said proposed railway and works, and to confer, vary, or extinguish exemptions from the payment of such tolls, rates, or duties.

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 to be taken for the purposes of the same, together with books of reference thereto, containing the names of the owners or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses will, on or before the 30th day of November instant, be deposited for public inspection at the office of the clerk of the peace for the county of Northampton at Northampton in the same county; at the office of the clerk of the peace for the county of Bucks at Aylesbury, in the same county; at the office of the clerk of the peace for the county of Oxford at the County Hall Oxford; at the office of the clerk of the peace for the county of Berks at Abingdon in the same county, at the office of the clerk of the peace for the county of Wilts at Wilton in the same county; and at the office of the clerk of the peace for the county of Southampton, at Winchester, in the same county; and a copy of so much of the said plans, sections, and books of

reference, as relates to each of the parishes, from, in, through, or into which the said intended railway and works respectively will pass or be made, will be deposited on or before the thirty-first day of December, 1845, with the parish clerk of each such parish.

Dated the fifth of November, 1845.

N. Stevens and Fearon,

1, Gray's Inn Square, London,

Thomas Brooke Bridges Stevens,

Tamworth,

Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill 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 by a junction with the Manchester South Junction and Altrincham Railway, in the township of Altrincham, in the parish of Bowdon, in the county of Chester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bowdon parish, Timperley, Dunham, Oldfield, Dunham Massey, Altrincham chapelry, Altrincham, Hale, Bowdon, Bollington, Agden, Ashley, Rosthern parish, Rosthern, Millington, High Legh chapelry, High Legh, Mere, Over Tabley, Great Budworth parish, Nether Tabley, Aston, Great Budworth, Pickmere, Marston, Linwoods, Wincham, Marbury, Anderton, Barnton, Witton chapelry, Lostock Gralam, Witton-cum-Twambrook, Northwich, Winnington, Castle Northwich, Hartford, Davenham parish, Rudheath, Rudheath lordship, Shurlach, Leftwich, Weaverham parish, Wallerscote, Weaverham, Weaverham lordship, Gorstage, Sandiway, Acton, Onston, Cuddington, Frodsham parish, Overton, Manley, Norley chapelry, Norley, Delamere parish, Oakmere, Kingswood, Edisbury, Tarvin parish, Kelsall, Ashton, Mouldsworth, Horton-cum-Peel, Tarvin, Barrow parish, Barrow, Great Barrow, Little Barrow, Guilden Sutton parish, Guilden Sutton, Plemondestall parish otherwise Plemstall parish, Hoole, Mickle Trafford, Christleton parish, Christleton, Littleton, Saint John the Baptist parish, Saint Oswald parish, Great Boulton, Boughton, Newton, or some of them, in the county of Chester, Saint John the Baptist parish, Saint Oswald parish, Great Boulton, Boughton, Spital Boughton, or some of them, in the county of the city of Chester, and terminating at or near the station of the Chester and Crewe Railway (with which railway a junction at or near the same station is intended to be made), in the said parishes of Saint Oswald and Saint John the Baptist, or one of them, in the city and county of the city of Chester; or for power to construct so much and such part of such railway as may hereafter be determined on.

And also power to make and maintain a branch railway, with all proper works, stations, and other conveniences connected therewith, diverging from

the before-mentioned line of railway, in the parish of Great Budworth, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Great Budworth parish, Witton chapelry, Lostock Gralam, Witton-cum-Twambrook, Northwich, Marston Linwoods, Wincham, Marbury, Anderton, Barnton, Castle Northwick, Winnington, Hartford, or some of them, in the county of Chester, and terminating by a junction with the said before-mentioned line of railway, in the said parish of Great Budworth, or so much of such branch railway as may hereafter be determined on.

And also power to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said first-mentioned line of railway, in the parish of Tarvin, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Tarvin parish, Horton-cum-Peel, Mouldsworth, Barrow parish, Barrow, Great Barrow, Little Barrow, Plemondestall parish otherwise Plemstall parish, Mickle Trafford, Bridge Trafford, Picton, Frodsham parish, Overton, Manley, Thornton-in-the-Moors parish, Wimbolds Trafford, Saint Oswald parish, Wervin, Croughton, Stoke parish, Stoke, Little Stanney, Whitby, Backford parish, Backford, Chorlton, Caughall, Eastham parish, Great Sutton, Little Sutton, Childer Thornton, Shotwick parish, Capenhurst, Neston parish, Ledsham, or some of them, in the county of Chester; and terminating, by means of a junction with the Chester and Birkenhead Railway, in the said parish of Eastham, or so much of such branch railway as may hereafter be determined on.

And also power to make and maintain another branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said first-mentioned line of railway, in the parish of Weaverham, and passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Weaverham parish, Weaverham, Weaverham lordship, Cuddington, Sandiway, Whitegate parish, Darnhall, Marton, New Church, Vale Royal lordship, Over parish, Over, Swanlow, Winsford, Davenham parish, Wharton, and terminating at or near Winsford Bridge, over the river Weaver, in the township and parish of Over, all in the said county of Chester, or so much of such branch railway as may hereafter be determined on.

And also power to make and maintain another branch railway, with all proper works, stations, and other conveniences connected therewith, also diverging from the said first-mentioned railway, in the said parish of Great Budworth, passing thence from, through, or into the several parishes, townships, and extra-parochial or other places of Great Budworth parish, Witton chapelry, Witton-cum-Twambrook, Lostock Gralam, Marston, Linwoods, Pickmere, Nether Tabley, Wincham, Nether Peover chapelry, Nether Peover, Little Peover, Plumley, Davenham parish, Rudheath lordship, Rudheath, Shurlach, Knutsford parish, Bexton, Toft, Ollerton, Nether Knutsford, Over Knutsford otherwise Booths, Mobberly parish,

Mobberley, Rosthern parish, Tatton, Over Peover chapelry, Marthall otherwise Marthall-cum-Warford, Alderley parish otherwise Nether Alderley parish, Great Warford, Wilmslow parish, Bollin Fee, Dean Row, Pownall Fee, Hough, Fulshaw, Morley, Chorley, Prestbury parish, Newton, Mottram Saint Andrew, Adlington, Butley otherwise Butley-with-Newton, Prestbury, Bollington, or some of them, in the county of Chester; and terminating by means of a junction with the Macclesfield branch of the Manchester and Birmingham Railway, in the said parish of Prestbury, or so much of such branch 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 vary or alter all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable rivers, navigations, and railways, within the parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to vary or alter for the purposes of such railway and branches, or any of them, or the works, stations, and conveniences connected therewith respectively.

And also to authorize junctions with the said before-mentioned respective railways, and with the said Manchester and Birmingham Railway, at or near Wilmslow aforesaid, and with the Grand Junction Railway, at or near the Hartford Station, on the said railway, as delineated on the said plans before mentioned or referred to. And also to authorize and enable the company or companies to be incorporated as aforesaid to let on lease or sell the said intended railway and branches, and works, or any part or parts thereof, to the said Manchester and Birmingham Railway Company, or to the said Manchester South Junction and Altrincham Railway Company, or to the Chester and Birkenhead Railway Company, or some or one of them; and to enable the said Manchester and Birmingham Railway Company to purchase or rent the said intended railway branches and works, or some part or parts thereof, and to use and work the same or such part or parts thereof respectively, and to take tolls, rates, or duties, for or in respect thereof, 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 said Manchester and Birmingham Railway Company hereinafter mentioned, that is to say, an Act passed in the first year of the reign of Her present Majesty, intituled, "An Act for making a Railway from Manchester to join the Grand Junction Railway, in the parish of Chebsey, in the county of Stafford, to be called the Manchester and Birmingham Railway, with certain branches therefrom;" an Act passed in the session of Parliament held in the second and third years of the reign of Her said present Majesty, intituled "An Act to enable the Manchester and Birmingham Railway Company to vary and extend the line of their Railway, and to amend the Act relating thereto;" an Act passed in the session of Parliament held in the seventh and

eight years of the reign of Her said present Majesty, intituled "An Act for enabling the Manchester and Birmingham Railway Company to vary the line of their Branch Railway to Macclesfield, and to make another Branch therefrom, and for amending the former Acts relating to the said Company;" and an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, intituled, "An Act for making a Railway to connect the Manchester and Birmingham and Sheffield Ashton-under-Lyne and Manchester Railways near Guides Bridge, and for other purposes connected with the said Manchester and Birmingham Railway."

Also to enable the said Manchester South Junction and Altrincham Railway Company to purchase or rent the said intended railway branches, and works, or some part or parts thereof, and to use and work the same, or such part or parts thereof respectively, and to take tolls, rates, or duties for or in respect thereof; and for such purpose power will be applied for to alter, amend, and enlarge some of the powers and provisions of the Act relating to the said Manchester South Junction and Altrincham Railway Company, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, intituled "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 also to enable the said Chester and Birkenhead Railway Company to purchase or rent the said railway branches and works, or some part or parts thereof, and to use and work the same, or such part or parts thereof respectively, and to take tolls, rates, or duties, for or in respect thereof; 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 said Chester and Birkenhead Railway Company hereinafter mentioned, that is to say, an Act passed in the session of Parliament held in the seventh year of the reign of His late Majesty King William the Fourth, and the first year of the reign of Her present Majesty, intituled "An Act for making a Railway from the City of Chester to Birkenhead;" an Act passed in the session of Parliament held in the third and fourth years of the reign of Her present Majesty, intituled "An Act to amend the Act relating to the Chester and Birkenhead Railway, and to raise a further sum of money for the purposes of the said Undertaking;" 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 authorize the Chester and Birkenhead Railway Company to extend the said Railway from Grange Lane to Bridge End, all in Birkenhead, and to amend the Acts relating to the said Railway."

And also to authorize and enable the company or companies to be incorporated as aforesaid, and the said Manchester and Birmingham Railway Company, or the said Manchester South Junction and Altrincham Railway Company, or the said

Chester and Birkenhead 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 railway and branches, and works, or any part or parts thereof.

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 branches; 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 branches, 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 or lines and levels of the said intended railway and branches, 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 county of Chester, at Chester, and at the office of the Clerk of the Peace for the county of the city of Chester, at 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 the several parishes hereinbefore mentioned, from, in, through, or into which the said railway and branches, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish.

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

W. and H. Ormerod, Solicitors for the Bill.

Grand Junction Railway.

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

And it is intended by the said Act or Acts to authorize the Grand Junction Railway Company to make and maintain the following branches from, extensions of, or additions to, the said Grand Junc-

tion Railway, or some part or parts thereof respectively, with all proper works and conveniences connected therewith or approaches thereto, that is to say,

Firstly, A railway 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 Huyton, in the parish of Huyton, in the county of Lancaster, and terminating at and by a junction with the said Grand Junction Railway, in the township of Aston by Sutton, in the parish of Runcorn, in the county of Chester, together with a branch railway or railways diverging from the said intended railway from Huyton to Aston, in the township of Runcorn, in the said parish of Runcorn, and county of Chester, and terminating on the shore of the River Mersey, near the Bridgewater Docks, in the said township of Runcorn, in the said parish of Runcorn, in the said county of Chester; which said railway and branch railway, and other works connected therewith, will pass by one or other of the routes which will be defined upon the plans hereinafter mentioned, from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, that is, to say, West Bank, Cuerdley, Widnes, Upton within Widnes, Upton, Widnes cum Appleton, Appleton, Speke, Childwall, Penketh, Greystone Heath, Great Sankey, Little Sankey, Farnworth, Farnworth within Widnes, Ditton, Little Tarbock, Tarbock, Sutton, Hale, Halebank, Halewood, Little Woolton, Much Woolton, Garston, Allerton, Walton on the Hill, Halsnead, Cronton, Rainhill, Bold, Whiston, Huyton, Roby, Prescott, and Warrington, or some of them, all in the county of Lancaster; and Runcorn, Higher Runcorn, Lower Runcorn, Weston, Daresbury, Kekewick, Moore, Norton, Warford, Stockham, Clifton otherwise Rocksavage, Halton, Aston, Aston by Sutton, Sutton, Dutton, Hallwood, Preston-o'-th-Hill, Preston Brook, Astmore and Great Budworth, or some of them, all in the county of Chester.

Secondly, A railway 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 Huyton, in the parish of Huyton, in the county of Lancaster, and terminating in and by a junction with a branch line of railway from Saint Helens to Rainford, authorized in the last session of Parliament, in the township of Windle, in the parish of Prescott, 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, Huyton, Whiston, Prescott, Saint Helens, Windle, Hardshaw, Hardshaw within Windle, Parr, Sutton, and Eccleston, all in the county of Lancaster.

Thirdly, A railway commencing at, and by a junction with the Grand Junction Railway, in the township of Warrington, in the parish of Warrington, in the county of Lancaster, and terminating at, and by a junction with the said Grand Junction Railway (on that portion thereof, heretofore called the Liverpool and Manchester Railway), in the township of

Kenyon, in the parish of Winwick, 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, Warrington, Saint Paul Warrington, Burtonwood, Longford, Orford, Winwick, Winwick-with-Hulme, Hulme, Houghton, Middleton, Arbury, Houghton Middleton and Arbury, Highfields, Southworth, Southworth-with-Croft, Croft, Croft-with-Southworth, Newton, Newton-in-the Willows otherwise called Newton-in-Mackerfield, Golborne, Lowton, Kenyon, and Newchurch, all in the county of Lancaster.

Fourthly, A railway commencing at, and by a junction with the Grand Junction Railway in the township of Warrington, in the parish of Warrington, in the county of Lancaster, and terminating at, and by a junction with the North Union Railway, in the township of Golborne, in the parish of Winwick, 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, Warrington, Saint Paul Warrington, Burtonwood, Longford, Orford, Winwick, Winwick-with-Hulme, Hulme, Houghton, Middleton, Arbury, Houghton Middleton and Arbury, Highfields, Southworth, Southworth-with-Croft, Croft, Croft-with-Southworth, Kenyon, Newchurch, Culcheth, Lowton, Golborne, Newton, and Newton-in-the-Willows otherwise called Newton-in-Mackerfield, all in the county of Lancaster.

Fifthly, A railway commencing at and by a junction with the Grand Junction Railway in the township of Bushbury otherwise Byshbury, in the parish of Bushbury otherwise Byshbury, in the county of Stafford, and terminating at and by a junction with the said Grand Junction Railway, in the township of Willenhall, in the parish of Wolverhampton, in the county of Stafford; 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 of Bushbury otherwise Byshbury, Bentley, Bentley Heath, Bentley Hay, Darlaston, Darlaston Green, Bughole, Wednesbury, Saint Bartholomew Wednesbury, Saint John Wednesbury, Show Hill, Gorsbrook, Wolverhampton, Wednesfield, Saint Giles Wednesfield, Rumballows otherwise Rumbelows, Wednesfield Heath, Moseley, Moseley Hole, Horsley Fields, Chillington Fields otherwise Chillington Works, Stowheath, Saint Peter Wolverhampton, Saint Mary Wolverhampton, Saint James Wolverhampton, Saint John Wolverhampton, Saint George Wolverhampton, Saint Paul Wolverhampton, Portobello, Wiltenhall, and Bilston, or some of them, all in the county of Stafford.

Sixthly, A railway parallel to, and for the purpose of adding an additional line of rails to the existing line of the Grand Junction Railway, (on that portion thereof heretofore called the Liverpool and Manchester Railway,) between Liverpool and Huyton, commencing at Edghill, in the town-

ship of West Derby, in the parish of Walton-on-the-Hill, in the county of Lancaster, and terminating at the point where the railway firstly hereinbefore described diverges from the main line of the Grand Junction Railway (on that portion thereof heretofore called the Liverpool and Manchester Railway), in the township of Huyton, in the parish of Huyton, 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 of Edghill, Walton, Walton-on-the-Hill, West Derby, Wavertree, Childwall, Thingwall, Thingwell, Much Woolton, Prescott, Roby, and Huyton, or some of them, all in the county of Lancaster.

And it is further intended by such Acts or Acts to take powers for the purchase of lands and houses by compulsion or agreement for the purpose of the said intended works, and for levying tolls, rates, and duties, in respect of the use thereof, and for altering the existing tolls, rates, and duties, payable in respect of the use of the Grand Junction Railway, and to grant certain exemptions from such tolls, rates, and duties; and that it is also intended to vary or extinguish all existing rights or privileges, in any manner connected with the lands and houses 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 works, or any of them, and to confer other rights and privileges.

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 reason of the construction of the said intended works, or any of them.

And it is also proposed by the said intended Act or Acts to authorize the said Grand Junction Railway Company to raise a further sum of money for all or any of the purposes aforesaid, and for the general purposes of their undertaking.

And it is also proposed by the said intended Act or Acts to enable the said Grand Junction Railway Company to enter into an agreement with the Right Honourable Francis Egerton, commonly called Lord Francis Egerton, for the making, working, and use of the said proposed branch railway at Runcorn hereinbefore mentioned as diverging out of the line of railway from Huyton to Aston, and the works connected therewith, or to let on lease, or to sell and transfer the same branch railway and works, or any part thereof, and all or any powers of the said Grand Junction Railway Company in connexion therewith or in relation thereto, to the said Lord Francis Egerton, his heirs or assigns, and to enable the said Lord Francis Egerton, his heirs or assigns, to purchase or rent the said intended branch railway and works, or any of them, or any part thereof, and to exercise such powers, or any of them, and generally to enter into and carry into effect such ar-

rangements in reference thereto, as may be mutually agreed upon between the said Lord Francis Egerton, his heirs and assigns, and the said Grand Junction Railway Company.

And further notice is hereby given, that plans and sections of the said intended new 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; 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 Stafford, at his office in Stafford; 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 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, 1845.

Clay, Swift, and Wagstaff,

Solicitors, Liverpool.

North Devon 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 railways herein after 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:—

A railway to commence near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of St. Thomas the Apostle, St. Stephens by Launceston, St. Thomas Street otherwise St. Thomas Hamlet, St. Mary Magdalene, Lezant, and Lawhitton, all in the county of Cornwall; Bradstone, Kelly, Lifton, Stowford, Lew Trenchard, Mary Stow, Milton Abbot, Brentor, Coryton, Lamerton, Bridestowe, Mary Tavy, Wilsworthy, Lydford otherwise Lidford, Spurton, Okehampton otherwise Oakhampton, Belstone, Sampford Courtenay, Exbourne, Inwardleigh, Jacobstow, Monkoakampton, Hatherleigh, Northlew, Highampton, Meeth, Petrockstow, Huish, Merton, Marland otherwise Peters Marland, Shebbear, Langtree, Little Torrington, Great Torrington, Frithelstock, Wear Gifford, Littleham, Lancross, Northam, Northam Ridge, Abbotsham, Bideford, Westleigh, Instow, Fremington, Bickington, Tawstock, Barnstaple, Bishop's Tawton, Pilton, Newport, Landkey, Swimbridge, Chittlehampton, West Buckland, East Buckland, Filleigh, Southmolton, Northmolton, Bishop's Nympton, Twitching, Molland otherwise Molland Botreaux, Lyddon,

Knowstone, West Anstey, East Anstey, Oakford, Stoodleigh, Hightleigh, Bampton, Morebath, Clayhanger, or some of them, in the county of Devon; Brushford, Dulverton, Raddington, Skilgate, Chipstable, Bathealton, Milverton, Wiveliscombe, Fitzhead, Oake, Hillfarrance, and Bradford, or some of them, in the county of Somerset, and to terminate in the said parishes of Hillfarrance and Bradford, or one of them, by a junction with the line of the Bristol and Exeter Railway.

Also a railway diverging out of the said first-mentioned intended Railway, at or near Burn, in the parishes of Lamerton and Mary Tavy, or one of them, in the said county of Devon, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Bridestowe, Lydford otherwise Lidford, Wilsworthy, Lamerton, Brentor, Mary Tavy, Peter Tavy, Whitchurch, and Tavistock, or some of them, in the county of Devon, and terminating near the Abbey Bridge, in the said parish of Tavistock.

Also a railway diverging out of the said first-mentioned intended railway, at or near Shelstone, in the parish of Exbourne, in the county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Exbourne, Jacobstow, Honeychurch, Sampford Courtney, North Tawton, Broad Nymet, Bundleigh, South Tawton, Spreyton, Bow otherwise Nymet Tracy, Clannaborough, Zeal Monachorum, Colbrook, Tedburn St. Mary, and Crediton, or some of them, in the county of Devon, and terminating at or near Four Mills, in the said parish of Crediton, by a junction with the line of the intended Exeter and Crediton Railway.

Also a railway diverging out of the line of the said first-mentioned intended railway, at or near Morebath, in the county of Devon, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Morebath, Bampton, Stoodleigh, Tiverton, and Washfield, some or one of them, in the county of Devon, and terminating by a junction with the proposed branch railway to Tiverton, from the Bristol and Exeter Railway, in the said parish of Tiverton.

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.

And it is further intended by such Acts 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 proposed undertaking, or some part or parts thereof into effect, and to take powers for the purchase of land by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And 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 railways and works, or any of them, or any part or parts thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, or any or either of them, or to the companies intended to be incorporated under the titles of the Cornwall Railway Company, and the Launceston and South Devon Railway Company, or any or either of them, and to enable the said several companies, or any or either of them, to purchase or rent the said intended railways and works, or any of them, or any part or parts 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 railways and works, or any of them, or any part thereof, and generally to enable the said companies, or any or either of them, to enter into and carry into effect such arrangements for the construction and working of the said intended railways and works, or any of them, as may be mutually agreed upon between them.

And it is further intended, by such Act or Acts, to enable the company to be thereby incorporated to purchase or rent the Bristol and Exeter Railway, the South Devon Railway, the Exeter and Crediton Railway, and certain projected railways, intended to be called the Cornwall Railway, and the Launceston and South Devon Railway, or any part or parts of the same respectively, and to use, exercise, and enjoy all powers with reference to such railways, or any or either of them, or any part or parts of the same respectively, to be so purchased or rented, which have been or may be created by any Act or Acts already passed, or which may be passed in the next session of Parliament, and generally to enter into and carry into effect such arrangements relative to the working of the aforesaid several railways, or any or either of them, or of the Great Western Railway, or any part or parts of the same respectively, as may be agreed upon between the companies incorporated, or to be incorporated, for constructing such aforesaid several railways, or any or either of them, and the company to be incorporated by the said Act or Acts so intended to be applied for. And it is further intended to enable the said company, so to be incorporated as aforesaid, to purchase or rent a certain canal, situate in the said county of Devon, and known as "Lord Rolle's Canal," with the rights and appurtenances thereto belonging, and to appropriate the same, or any part thereof, to the purposes of the said intended railways, or any of them, and to enable the proprietors of, and other persons interested in the

said canal, to sell or lease the same to the said company, so intended to be incorporated. 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 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 Devon, at his office, at the Castle of Exeter, in the said county; with the clerk of the peace for the county of Cornwall, at his office, in St. Austell, in the said county; and with the clerk of the peace for the county of Somerset, at his office, in Taunton, in the said county; and that a copy of so much of the said maps, or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways 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 fourth day of November, 1845.

<i>Osborne, Ward, and Co.,</i>	} Bristol,	} Solicitors.
<i>Savery, Clark, and Co.,</i>		
<i>Whiteford, Bennett, and Tucker,</i>		
Plymouth,		

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for enlarging the present boundaries of the borough of Blandford Forum, in the county of Dorset, by including therein all that part of the parish of Blandford Forum, in the same county, not now within the limits of the said borough, which lies between the said present borough, and a line to be drawn from the point at which the present boundary of the said borough crosses a lane called Damary Lane, near the National School northward, along the eastern side of the said lane to the Salisbury Road, thence across the said Salisbury Road to a lane called Little Lane, thence along the eastern and northern side of the said lane called Little Lane to the point at which the same meets the Sberborne and Shaston Road, thence across the said road, thence southward along the said road on the westernmost side thereof to the point at which the same meets a private road leading to a house now in the occupation of Mrs. Susannah Fisher, thence along the westernmost side of the said last-mentioned road, to a small gate leading from the said last-mentioned road into a meadow called Broad or Crown Meadow, the property of the Right Honourable Lord Portman, and now forming part of Bryanstone Park; and from thence eastward and southward along the northern and eastern boundary of the said meadow to the point where such boundary meets the present boundary of the said borough adjoining the road to Dorchester, at the south-eastern corner of a garden

or lawn belonging to the Crown Hotel, and which said part of the said parish comprises all such parts of the streets called Salisbury Street and West Street, and of the place known by the name of the New Buildings, and of the said lane called Damary Lane, as are not now within the limits of the said borough, and also the several streets and lanes called Bryanstone Street or Back Lane, White Cliff Mill Street, and Little Lane, and the several adjacent lanes and alleys and other places, and comprises the whole of that part of the town of Blandford Forum, which is not now within the limits of the said borough; and for enabling the mayor, aldermen, and burgesses of the said borough of Blandford Forum, to hold the sheep and cattle fairs, heretofore held in the said borough, at any place within the limits of the parish of Blandford Forum aforesaid, with power to levy the same tolls and dues in respect thereof, as they could have done, if the same had been held within the limits of the borough of Blandford Forum aforesaid; and with powers for the said mayor, aldermen, and burgesses of the said borough to purchase such quantity of land as may be necessary for the holding of such sheep and cattle fairs; and for changing the time of holding the fair heretofore held in the said borough in the month of July to the month of September; and for enabling the mayor for the time being of the said borough, to act as a justice of the peace of and for the said borough, for the period of two years next after he shall cease to be such mayor, and for all such other powers and provisions as may be necessary for giving effect to the purposes aforesaid.

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

Septimus Smith,
Solicitor for the Bill.

Governesses' Benevolent Institution.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a bill for the purpose of incorporating the governors of the institution called "The Governesses' Benevolent Institution," to enable the said society to sue and be sued in the name of the chairman or secretary, or some other officer for the time being, of the said society, and to purchase, hold, sell, and exchange lands and hereditaments, and otherwise to empower the same society the better to carry on its charitable designs, and to grant other powers and privileges to the said society.

Dated this tenth day of November, 1845.

Frederick Paley Chappell,
Quality Court, Chancery Lane,
Solicitor;

William Bryden,
4 New Palace Yard,
Parliamentary Agent.

Rugby, Warwick, and Worcester Railway.

Notice of Application to Parliament.

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 for making and maintaining and to incorporate a company, for the purpose of making and maintaining, working and using, a railway, with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, to commence in the parish of Rugby, in the county of Warwick, and to terminate in or near to the city of Worcester, in the county of Worcester, which said proposed railway or work is intended to be made and maintained from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places, or some of them, following, that is to say, Rugby, Newbold-upon-Avon, Long Lawford, Church Lawford, Bilton, Dunchurch, Caus-ton otherwise Canston otherwise Cawston, Thurlaston otherwise Thurstlestone, Bourton otherwise Bour-ton-upon-Dunsmore, Draycote otherwise Draicote, Frankton, Birdingbury otherwise Birbury, Marton, Princethorpe, Stretton-upon-Dunsmore, Eathorpe, Wappenbury, Hunningham otherwise Honingham, Weston-under-Wetherley, Cubbington, Lillington, Offchurch, Ufton otherwise Oloughton, Newbold Comyn, Leamington Priors, Milverton, Guyscliffe, Edmondscote otherwise Emscote, Warwick, Saint Nicholas Warwick, Saint Mary Warwick, Bud-broke otherwise Budbrook, Wedgnoek Old Park, Wedgnoek Deer Park, Grove Park, Hampton Curli otherwise Hampton on the Hill, Norton Lindsey otherwise Norton Limesi otherwise Norton Superior, Lower Norton otherwise Norton Curli otherwise Norton Inferior, Wolverton otherwise Wolverdington, Langley, Upper Langley, Lower Langley, Claverdon, Snitterfield, Wootton Wawen otherwise Waves Wootton, Edstone otherwise Ed-sonne, Burley otherwise Bearley, Silesburne, Aston Cantlow, Newnham, Shelfhull otherwise Shelfield, Little Alne, Haseler otherwise Hazelor, Walcote, Great Alne, Kinwarton, Oversley, Alcester, Kings-coughton, Coughton otherwise Great Coughton, Arrow, and Weethley, all in the county of Warwick; Saint Nicholas, Saint Mary, Saint Johns, The Priory, The Cape, Saltisford, Market Place Ward, Saltis-ford Ward, Jury Street Ward, Castle Street Ward, West Street Ward, High Street Ward, Bridge End Ward, Smith Street Ward, all in the borough and county of Warwick; Cook Hill, The Ridgway, Knighton, Inkberrow otherwise Inteborough, Dorm-ston, Kington, Flyford Flavell, North Piddle, Graf-ton Flyford, Libbery, Upton Snodsbury, Broughton Hackett, Crowle, Bredicot, Spetchley, Tibberton, Warndon otherwise Warmedon, Saint Martin, and Claines, all in the county of Worcester; Claines, Whistones, Saint Oswald, Saint George, Saint Nicholas, Saint Clement, Pitchcroft Ham, and All Saints, all in the city of Worcester, and county of the same city; and to be called The Rugby, War-wick, and Worcester Railway.

And notice is hereby further given, that on or before the thirtieth day of November instant, a plan and duplicate of such plan, describing the line or situation of the whole of the said intended railway

No. 20537.

T

or work, and the lands in or through which the same is to be made and main-tained, and through which every communication to or from the said intended railway or work is intended to be made, 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 respectively, and also a section, and a duplicate thereof, shewing the sur-face of the ground marked on the said plan, and the intended level of the proposed railway or work, with a datum horizontal line, will be deposited for public inspection with the clerk of the peace for the said county of Warwick, at his office at Stratford-on-Avon in the said last-mentioned county; and with the clerk of the peace for the said county of Worcester, at his office at the Shire Hall, in the city of Worcester and county of the same city; and with the clerk of the peace for the said city of Worcester and county of the same city, at his office in Foregate Street, in the said last-mentioned city and county of the same city; and that on or before the thirty-first day of December in this present year, a copy of so much of the said plans and sections as relates to each parish, in or through which the said intended railway or work, or any part thereof, is intended to be made and maintained, together with a book of reference thereto, will also be de-positied with the parish clerk of each such parish at his place of abode.

And notice is hereby further given, that it is intended to apply for powers in the said Bill or Bills, for the compulsory purchase of all such lands, houses, or other property as may be necessary for the purposes of the said intended railway or work, or any part thereof; and for powers to levy tolls, rates, and duties for and in respect of such proposed railway or work, and to vary, repeal, or extin-guish any existing rights or privileges connected with the houses, lands, and other property intended to be taken for the purposes of the said intended railway or work, or any part thereof, or which would in any manner interfere with or im-pede the construction, maintenance, or use of the said intended railway and works, or any part thereof, and to confer other rights and privileges, and also powers to cross, alter, and divert, or stop up, within the several parishes, townships, extra-parochial, and other places aforesaid, or some of them, all such turnpike roads, highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to cross, alter, and divert, or stop up, for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said intended railway, or any of the works or conveniences con-nected therewith.

Dated this tenth day of November, in the year of our Lord 1845.

George Weller,

King's Road, Bedford Row, London,

George Pell, Jun.,

Of Northampton and Welford

in the county of Northampton,

Solicitors to the Rugby, Warwick, and Worcester Railway Company.

Glasgow, Barrhead, and Neilston Direct Railway. **N**OTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of the Glasgow, Barrhead, and Neilston Direct Railway Act 1845, and to empower the company thereby incorporated to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, to diverge out of and from the main line of the said railway at or near to the Barrhead Station, or otherwise at or near to the lands of Townhead, near the said station, and to terminate at or near to the Paisley Station of the joint line of the Glasgow, Paisley, Kilmarnock, and Ayr Railway, and the Glasgow, Paisley, and Greenock Railway, by a junction with the said joint line, or otherwise, at a separate station in the town of Paisley, and to pass from, in, through, or into the several parishes and places following, or some of them, that is to say, the parish of Neilston, the Abbey Parish of Paisley, and the Low Church Parish of Paisley, in the county of Renfrew; second, a branch railway to diverge out of and from the main line of the said railway, at or near to Crossmill or Corsemill, and to form a junction with the said branch railway last above described, at or near to the lands of Blackbyre or Logan's Rais, and to pass from, in, through, or into the Abbey Parish of Paisley and county of Renfrew; third, a branch railway to diverge out of and from the main line of the said railway, at or near to Woodneuk or Kennishead, and to terminate at or near to Thornliebank, and to pass from, in, through, or into the parish of Eastwood and county of Renfrew; fourth, a branch railway to diverge out of and from the main line of the said railway at or near to Nitshill Quarry, and to terminate at or near to the ironstone pits on the Househill Estate, with a branch railway diverging out of the said branch railway to the Victoria Colliery on the said Househill Estate, which two last-mentioned branch railways pass from, in, through, or into the parish of Eastwood and the Abbey Parish of Paisley, or one or other of said parishes and county of Renfrew; and fifth, a branch railway to diverge out of and from the main line of the said railway at or near to Crossmill or Corsemill aforesaid, and to terminate at or near to Hurlet Alum Works, and to pass from, in, through, or into the Abbey Parish of Paisley and county of Renfrew.

And notice is hereby given, that it is intended to take power for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties on and for the use of the said branch railway or railways, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts to divert or alter, within the parishes, and places aforesaid, all turnpike and other roads, streets, railways, tramways, gas-pipes, water-pipes, sewers, canals, rivers, streams, and water-courses, which it may be necessary to interfere with, in the construction of the said intended branch railway or railways.

And it is proposed by the said intended Act or

Acts to enable the said Glasgow, Barrhead and Neilston Direct Railway Company to subscribe or contribute towards the establishment and maintenance of, or to purchase or rent and use, or to take shares in any other railway or other undertakings which they may deem advantageous to the interests of the said company, and which may be sanctioned by Parliament, and to enter into and carry into effect any arrangements which they may think fit, with the proprietors of such railways or other undertakings, or with any existing railway companies, either with reference to the objects aforesaid, or with reference to the use or working of any other line of railway, or to the union or amalgamation thereof, or of any part thereof with the undertaking of the said Glasgow, Barrhead and Neilston Direct Railway, and to raise such additional capital as may be necessary for the formation and construction of the said branch railway or railways and other works, and the other purposes aforesaid, and generally to obtain all powers which may be necessary for any or all of such purposes, and for the management and control of the said Glasgow, Barrhead and Neilston Direct Railway, and any such other undertakings as aforesaid.

And it is further proposed by the said intended Act or Acts, to enable the said company to sell and transfer, or to lease the said Glasgow, Barrhead, and Neilston Direct Railway, and the said intended branch railway or railways, and other works, or any of them, or any part thereof, and all or any of the powers of the said company in connection therewith, or in relation thereto, to the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, and the Caledonian Railway Company, or any or either of them, and to enable such last mentioned companies, or any or either of them, to purchase or take in lease the said Glasgow, Barrhead, and Neilston Direct Railway, and the said intended branch railway or railways, and other works respectively, or any of them, or any part thereof, and to exercise such powers, or any of them (whether with relation to the levying of tolls, rates, and duties or otherwise), as may be considered expedient and may be agreed upon, or to guarantee to the said Glasgow, Barrhead, and Neilston Direct Railway Company such interest or profit on their outlay or capital as may be agreed upon, and generally to enter into and carry into effect such further and other arrangements and agreements in reference thereto, as may be mutually agreed upon between the said last mentioned companies and the said Glasgow, Barrhead, and Neilston Direct Railway Company; and with such objects or otherwise to alter and amend, extend, or enlarge the Acts relating to the said Glasgow, Paisley, Kilmarnock and Ayr Railway, passed in the first, the third and fourth, the fifth, and the eighth and ninth years of the reign of Her present Majesty; the Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed in the first, the third and fourth, the fourth and the sixth years of the reign of Her present Majesty; and the Acts relating to the said Caledonian Railway, passed in the eighth and ninth year of the reign of Her present Majesty.

And notice is hereby given, that plans and sections and duplicates thereof, describing the lines or situations and levels of the said branch railway or railways, and other works, and also describing the lands to be taken and used for the purposes thereof, together with a book or 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 in the present year, in the office of the principal sheriff-clerk for the county of Renfrew, at Paisley; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each parish in or through which the said branch railway or railways and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the schoolmaster, or if there be no schoolmaster, then with the session clerk of each such parish, at his residence.

Campbell and Tennents,
40, George Square, Glasgow,
G. H. Lang,
37, Great George Street, Westminster,
Solicitors for the Bill.

Glasgow, eighteenth of October, 1845.

Hull and Holyhead 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 to incorporate a company or companies, for the purpose of making and maintaining a railway, with all proper stations, works, communications, approaches, and other conveniences connected therewith, commencing by a junction with the Chester and Crewe Railway, at or near a certain place in the township of Great Boughton, in the parish of Saint Oswald, in the county of Chester, and terminating by a junction with the Sheffield and Rotherham Railway, in the parish of Sheffield, in the West Riding of the county of York, which said intended railway and the works connected therewith, will pass from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial or other places following; that is to say, Great Boughton, Saint Oswald, Christleton, Church Christleton, Cotton Edmunds, Stanford, Littleton, Tarvin, Tarvin-cum-Oscroft, Kelsall, Delamere, Oakmere, Weaverham, Sandiway, Whitegate, Marton otherwise Merton, Great Budworth, Hartford, Castle Northwich, Davenham, Leftwich, Witton, Witton-cum-Twambrooke, Rudheath, Lostock-Gralam, Hulse, Allostock, Nether Peover, Sandbach, Goosetrey-cum-Barnshaw, Prestbury, Adlington, Birtles, Bollington, Bosley, Butley-cum-Newton, Butley, Capesthorpe, Chelford, Fallibroome, Henbury, Lyme Handley, Marton, Mottram Andrew otherwise Mottram Saint Andrew, Newton, Poynton, North Rode, Siddington, Tytherington, Upton, Old Withington, Lower Withington, Woodford, Worth, Macclesfield, Hurds-

field, Kettlethulme, Pott Shrigley, Rainow, Sutton otherwise Higher Sutton, Chorley, Great Warford, Nether Alderley, Over Alderley, Snelson, Yardsley-cum-Whaley, Whaley, and Taxall, in the said county of Chester, or some of them; and Fernilee, Hove, Boden Edge, Bradshaw Edge, Combs Edge, Chapel-en-le-Frith, Peak Forest, Castleton, Edale, Hope Woodlands, Derwent, Bamford, and Hathersage, in the county of Derby, or some of them; Bradfield, Ecclesfield, Upper Hallam, Nether Hallam, Brightside Bierlow, and Sheffield, in the West Riding of the county of York, or some of them.

And also for the purpose of making and maintaining a branch railway, with all proper stations, works, communications, approaches, and other conveniences connected therewith, diverging from and out of the said intended main line of railway in the township of Macclesfield, in the parish of Prestbury aforesaid; and thence passing from, in, through, or into the several parishes, townships, townlands, hamlets, extra-parochial or other places of Macclesfield, Macclesfield Forest, Wild Boarclough, and Winkle otherwise Winkle, in the said county of Chester, or some of them; and Bakewell, Hartington, and Buxton, in the said county of Derby, or some of them, and terminating in the township or chapelry of Buxton, in the parish of Bakewell, in the said county of Derby, either at a distinct terminus or by a junction with the intended "Great Grimsby, Sheffield, the Potteries, and Grand Junction Railway."

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 intended railway and branch railway respectively, and works connected therewith, or any of them; and also to authorize junctions with any other railway or railways now or hereafter existing, at the commencement or termination, or in the line or course of the said intended railway, 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 intended railway and branch 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 such lands, houses, and other property, as may be 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 and transfer the said intended railway and branch railway and works, or any part thereof respectively, and all or any powers of such company or companies in connection therewith, or in relation thereto, to the "Chester and Crewe Railway Company;" the "Sheffield and Rotherham Railway Company," or the "Great Grimsby, Sheffield, The Potteries, and Grand Junction Railway Company," or either of them, or to any other railway company or companies, whether already incorporated or to be hereafter incorporated, or to agree with such last-mentioned companies, or any or either of them, for the making, executing, maintenance, use, and working of the said intended railway, and branch railway, or either of them, or of any part thereof respectively; and also to authorize such companies, or any or either of them, to hire, or purchase, or make, execute, and maintain, use, and work, or to enter into an agreement for the hire or purchase, making, executing, maintenance, use, and working of the said intended railway and branch railway, and works, or any part thereof respectively, and to exercise all such powers aforesaid, or any of them, and generally to enable such companies respectively to enter into and carry into effect all such agreements and arrangements in reference to the said intended railway and branch railway, or either of them, as may be mutually agreed on between them.

And notice is hereby further given, that a plan and section describing the lines and levels of the said intended railway and branch railway, and the works connected therewith respectively, and the lands and property to be authorized to be taken for the purposes thereof, and also a duplicate of such plan and section, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and 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 Chester, at his office at the city of Chester; and with the clerk of the peace for the county of Derby, at his office at Chesterfield, in the said county of Derby; and with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding; and that 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 intended railway and branch 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 railway, or either of them, or the works connected therewith is or are intended to pass or be situate, will be deposited for public inspection with the

parish-clerks of those parishes respectively at their respective residences.

Dated this eleventh day of November, 1845.

Lewis Jacobs, 2, Winchester Buildings,
London,
Frost and Moss, Hull,
Yates and Turner,
24, Great George Street, Westminster,
Parliamentary Agents.

Solicitors.

Bridgewater and Minehead Railway and Pier.

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, pier or landing-place, and other works 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, pier or landing-place, and other works respectively, that is to say—

A railway commencing by a junction with the Bristol and Exeter Railway, at or near the station at Bridgewater, in the parish of Bridgewater, in the county of Somerset, and passing thence from, through, or into the several parishes, townships, hamlets, chapelries, tythings, extra-parochial, and other places of Wembdon, Durleigh, Chilton Trinity, Dunwear, East Bower, Hamp, Haygrove, West Bower, Horsey, Bridgewater, Trinity District, Saint Mary's District, Saint John's District, Goathurst, North Petherton, Chilton Limit, Huntstile, Pigness, Pury or Perry, Sandford, Enmore, Spaxton, Charlinch, Currypool, Merridge, Pightley, and Tuxwell, Cannington, Orchard, Chilton Trivett or Tribbett, Rodway Combwith, Asholt and Streholt, Idstock otherwise Edstock and Beer, Fiddington, Keen Thorn, Otterhampton, Bondstone, Whitnell, Stockland Bristol, Nether Stowey, Over Stowey, Plainsfield Higher, Plainsfield Lower, Adcombe, Bincombe, Doddington, Stoke-Courcy otherwise Stogursey, Shurton, Week, Cock and Edstone otherwise Itson, Mounton otherwise Monckton, Durborough, Burton, Knighton, Fairfield, Stoford otherwise Stolford, North Newton, Strington, Kilton, Lilstock otherwise Little Stoke, Kilve, Holford, Putsham, East Quantockshead, Perry, West Quantockshead, Saint Audries, Ridon, Doniford, Eagrove, Liddymore, Highbridge, Smith Yard, Sampford Brett, Saint Decuman's, Williton, Watchet, Washford, Leighland, Old Cleeve, Billbook, Withycombe, Carhampton, Rodhuish, Marshwood, Dunster, Alcombe, Warren, Marsh Street, Minehead, or some of them, all in the county of Somerset; and terminating at or near a point called Greenaleigh Point, in the said parish of Minehead.

And also a branch railway diverging from or out of the last-mentioned intended railway, at or near the hamlet of Lower Washford, in the parishes of Old Cleeve and Saint Decuman's aforesaid; and passing thence from, through, or into the several

parishes, townships, tythings, hamlets, chapelries, extra-parochial, and other places of Old Cleeve, Saint Decuman's, Higher Washford, Nettlecombe, Nettlecombe and Wood Advent, Leighland, Road Water, Treborough, Withycombe, Carhampton, and Luxborough, or some of them, in the said county of Somerset; and terminating at or near Pool Town, in the said parish of Luxborough.

And also a branch railway diverging from or out of the said intended main line, at or near Perrygreen Farm, in the parish of Wembdon, in the said county of Somerset, and passing thence from, through, or into the several parishes, townships, hamlets, tythings, chapelries, extra-parochial, and other places of Wembdon, Chilton Trinity, Otterhampton and Cannington, or some of them, in the said county of Somerset; and terminating at or near the Pill at Combwitch, on the south side thereof, in the said parish of Cannington.

And also a branch railway diverging from or out of the said intended main line, at or near to Perry Mill Farm, in the parishes of Holford Doddington and Nether Stowey, or one of them, in the said county; and passing thence from, through, or into the parishes of Holford, Doddington, Stoke-Courcy otherwise Stogursey, and Nether Stowey, or some of them, in the said county; and terminating at or near the Castle, in the parish of Stoke-Courcy or Stogursey, in the said county.

And also a branch railway diverging from or out of the said intended main line, at or near to a Farm called Eagrove Farm, in the parish of Saint Decuman's, in the said county, and which will be made solely from, through, or into the said parish of Saint Decuman's, and terminating in, at, or near the quay at Watchet, in the said parish of Saint Decuman's.

And also for constructing and maintaining a pier or landing-place, and other works connected therewith, for the embarking and disembarking passengers, goods, and merchandize, on and from steam-packets, and other vessels, and boats resorting thereto and using the same pier or landing place; and to form and maintain communications, roads and approaches between the said pier and the said intended railway firstly hereinbefore mentioned and the town of Minehead, which said pier or landing-place, roads, approaches, and works, will be made solely in the said parish of Minehead.

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, pier, landing-place, and works respectively, to the extent or within the limits defined or shown in the said plans herein-after mentioned; and also to cross, divert, alter, or stop up all such turnpike roads, parish, and other roads, and highways, canals, navigations, and rail-

ways, tram-roads, navigable and other rivers, drains, brooks, streams, and watercourses, within the parishes, townships, hamlets, tythings, extra-parochial and other places aforesaid, or such or so many of them as it may be necessary or expedient to cross, divert, alter or stop up, for the purposes of all or any of the said proposed railways, branch railways, pier, landing-place, and other works respectively.

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 other works; and also power to levy tolls, rates, and duties on passengers using the said pier or landing-place, and on goods or merchandise landed or embarked thereat or therefrom; and to grant such exemptions from all the aforesaid tolls, rates, and duties, and to confer, vary, or extinguish such rights and privileges as to such company shall seem meet.

And in the said Bill powers will be inserted, authorizing the said company so to be incorporated thereby to let on lease or sell the said firstly hereinbefore-mentioned branch railway (from Lower Washford to Pool Town) to Sir Buckler Lethbridge, Bart., and to enable him to use and work the said intended branch railway, and to take tolls, rates, and duties upon or in respect thereof, and to purchase lands by compulsion or otherwise, and to exercise all powers and authorities to be conferred by the said intended Bill or Bills on the said company to be incorporated, thereby in respect of the said intended branch railway.

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, pier or landing-place, and other works, or any part or parts thereof, to the Bristol and Exeter Railway Company or the Great Western Railway Company, and to enable the said Bristol and Exeter Railway Company, or the Great Western Railway Company, to purchase or rent, and use and work the said intended railway and branch railways, pier or landing-place, 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 Bristol and Exeter Railway Company, or the Great Western Railway 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 also powers will be inserted in the said Act or Acts to authorize the company so to be incorporated as aforesaid, and the said

Bristol and Exeter Railway Company, or the Great Western 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 railway or railways and branch railways, pier or landing-place, 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, or be embarked or disembarked from or on the said pier or landing-place 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 several Acts relating to the said Bristol and Exeter Railway Company, passed respectively in the sixth and seventh years of the reign of King William the Fourth, chapter thirty-six; in the first and second year of the reign of Her present Majesty, chapter twenty-six; the third and fourth years of the same reign, chapter forty-seven; the fourth and fifth years of the same reign, chapter forty-one; and in the last session of Parliament, chapter one hundred and fifty-five; and also of the several Acts relating to the Great Western Railway Company, passed respectively in the fifth and sixth years of the reign of King William the Fourth, chapter one hundred and seven; the sixth and seventh years of the same reign, chapter thirty-eight; in the session of Parliament held in the seventh year of the same reign, and the first year of the reign of Her present Majesty, chapters ninety-one and ninety-two; in the second and third years of the reign of Her present Majesty, chapter twenty-seven; and in the seventh and eighth years of the same reign, chapter three.

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 purchase or rent of and from the Mayor, aldermen, and burgesses of the borough of Bridgewater, and to work and use a certain railway now in course of formation under and by virtue of an Act passed in the last session of Parliament intituled "An Act for improving the Navigation of the River and Bay leading to the borough of Bridgewater; for maintaining the present Bridge and extending the Quays within the Borough; and for forming a communication by Road and by Railway between the Quays and the Bristol and Exeter Railway;" and to enable the said mayor, aldermen and burgesses to sell or let the said railway or some part thereof. And it is intended to take powers enabling the said Company so to be incorporated as aforesaid, to levy and take, or to pay to and to enable the said mayor, aldermen, and burgesses to receive and levy tolls, rates, and duties, in respect of the said railway so now in course of formation as aforesaid, and to enable the said company so to be incorporated as aforesaid, to exercise all powers and authorities relating to the said last-mentioned railway as are conferred by the said last-recited Act on the said mayor, aldermen, and burgesses,

for the purpose of making such railway as aforesaid; and also powers to authorize the company so to be incorporated as aforesaid, and the said mayor, aldermen, and burgesses, to enter into such mutual arrangements as may be necessary or expedient for working and using the said railway so now in course of formation, and for carrying out the objects and purposes aforesaid.

And it is intended by the said intended Bill or Bills to alter amend, extend, and enlarge, and if necessary to repeal all or some of the powers and provisions of the said recited Act relating to the Bridgewater navigation and railway, and to alter the tolls, rates, and duties authorized to be taken thereby, and to levy others.

And it is further intended to take powers by the said Bill or Bills to enable the company thereby to be incorporated, to purchase or rent from the lord or lady of the manor of Minehead, for the time being, the present pier and harbour of Minehead, the head and works belonging thereto, and all the rates and duties now leviable by the said lord or lady, under and virtue of an Act passed in the fourth year of the reign of King George the Fourth, chapter one hundred and thirteen, together with any other rights or properties belonging to the said lord or lady; and to enable the said lord or lady to sell or let as aforesaid the said pier, harbour, head, and works, and rates and duties, rights and properties; and also to enable the said company so intended to be incorporated as aforesaid, to exercise and enjoy all the rights, powers, and privileges (whether with reference to the taking of tolls, rates, and duties or otherwise) of the said lord or lady under the said last-recited Act; or if found expedient, to abolish the said tolls, rates, and duties, or to confer, vary, and extinguish exemptions from the payment of the said tolls, rates, and duties, and other rights and privileges; and it is intended by the said Bill or Bills, to amend, extend, and enlarge, or to repeal all or some of the powers and provisions of the said Act of the fourth George the Fourth.

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, pier or landing-place, and other works, together with books of reference thereto, will be deposited with the clerk of the peace for the county of Somerset, at his office at Taunton, 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, and books of reference, as relates to the several parishes in or through which the said railway, branch railways, pier or landing-place, and other works, are intended to pass or be made, will be deposited with the parish clerk of every such parish, at his place of abode.

Dated the third day of November, 1845.

*A'Beckett, Son, and Sympson, 7, Golden Square,
Vaughan France, Nether Stowey, near Bridge-
water, Solicitors for the Bill.*

West End, and Southern Counties Railway
and Terminus.

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 maintainance of a railway across Waterloo Bridge, with all proper stations, works, approaches, and conveniences connected therewith, commencing at or near Lancaster Place and Wellington Street, Strand, in the parish of Saint Mary-le-Strand, and the precincts of the Savoy, in the liberty of Westminster, in the county of Middlesex, and terminating at and by a junction with the proposed West End and Southern Counties Railway, at or near the south abutment of Waterloo Bridge, in the parish of Saint Mary Lambeth, in the county of Surrey, which said intended railway stations, approaches, and other works and conveniences connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, liberties, extra-parochial, or other places following, or some of them, that is to say, Saint Mary-le-Strand, the precinct of the Savoy, and Waterloo Bridge, in the liberty of Westminster, in the county of Middlesex, and Waterloo Bridge, and Saint Mary Lambeth, in the county of Surrey.

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, and canals within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, which it may be necessary to stop up, alter, raise, lower, or divert, by reason of the construction of the said intended works, or any of them, for the maintaining or more conveniently making, or maintaining or using 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, buildings, and 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, maintainance, 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, houses, and other property, by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties, on and for the use of the same, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts, in the event of the company being thereby incorporated, to sell or let and transfer the said intended railway stations, approaches, and other works and conveniences, or any of them, or any part thereof, and all or any powers of such company in connec-

tion therewith, or in relation thereto, to the proposed West End and Southern Counties Railway 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 stations, approaches, and other works and conveniences, or any of them, or any part thereof; or to contract for purchase or rent, or to construct and 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, to guarantee to the said company to be incorporated by the said intended Act or Acts, 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 agreements, either jointly or severally, with any other parties with relation to the said intended new railway stations, approaches, and other works and conveniences, or any part thereof, as may be mutually agreed on between the said intended West End and Southern Counties Railway Company, and the company which may be so incorporated, as hereinbefore mentioned; and to enable the said last-named 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 intended West End and Southern Counties Railway Company and the company which may be so incorporated as hereinbefore mentioned.

And notice is hereby further given, that duplicate maps, or plans and sections of the said intended railway and works, and of the lands, houses, and other property 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 Middlesex, at his office at the Sessions House Clerkenwell Green, in the said county of Middlesex; and with the Clerk of the Peace for the county of Surrey, at his office in North Street Lambeth, in the said county of Surrey; 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 railway, and works, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of each such parish respectively, at the place of abode of such parish clerk.

Dated this tenth day of November, 1845.

Bulmer and Durnford, Parliamentary Agents,
44, Parliament Street.

London and Birmingham Railway.—Banbury Line. **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 proper works and conveniences connected therewith and approaches thereto, commencing by a junction with the London and Birmingham Railway, in the parish of Gayton, in the county of Northampton, and terminating at or near the town of Banbury, in the parish of Banbury, in the county of Oxford, and passing from, in, through, or to the several parishes, townships, extra-parochial and other places, or some of them following, that is to say, Blisworth, Gayton, Banbury Lane, Pattishall, Darlescote or Darlscot, Eastcote, Astcote, Tiffield, Towcester, Caldcote otherwise Caldcott, Handley, Wood Burcote, Easton Neston, Hulcot, Showsley, Blakesley, Woodend, Greens Norton, Littleworth, Duncote, Field Burcote, Bengall, Potcote, Braddon, Cold Higham, Slapton, Abthorpe, Charlock or Challock, Fosscote, Wappenham, Astwell, Falcut, Syresham, Weedon Lois otherwise Weedon Loys otherwise Weedon Pinkeney, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stuchbury otherwise Stutesbury, Gretworth, Radstone, Marston Saint Lawrence, Westrope, Thenford, Hinton in the Hedges, Stean otherwise Stene, Farthingho or Farthinghoe, Thorpe Mandeville, Middleton Cheney, Newbottle, Astrop, Charlton, Purston, King's Sutton, Walton, Chalcombe, Huscote, Brackley Saint Peter, and Brackley Saint James, Halse, Warkworth, Overthorpe, Nethercote or Nethercott, Grimsbury, Easington, and part of Saint Mary Banbury, all in the county of Northampton; Banbury, the borough of Banbury, part of Saint Mary Banbury, Nethercote or Nethercott, Wickham otherwise Wykeham, Neethorp or Neithrop, Hardwick, all in the county of Oxford.

And it is intended to take powers in such Act or Acts to construct stations, communications, works, and other conveniences in the several parishes, townships, and extra-parochial and other 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, or intended 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 and other places aforesaid.

And it is proposed in and by the said intended Act or Acts, to empower the London and Birmingham Railway Company to construct and work, and use the same, or to incorporate a company or companies, with powers to make and maintain the said railway and works, and to purchase by compulsion or agreement all houses and lands required for the completion of the same respectively; and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, canals, navigable rivers, navigations, railways, and tramroads, within

the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary or expedient to cross, divert, alter, or stop up, for the purposes of the said railway and works; and to deviate in the construction of the said railway from the line thereof as shown on the plans hereinafter mentioned, to the extent which shall be defined on the same, and to take powers to levy tolls, rates and duties, in respect of the use of the said railway, and to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said railway, or which would in any manner impede or interfere with the objects aforesaid, and by the said Act or Acts to confer other rights and privileges.

And it is proposed in and by the said intended Act or Acts to empower any company or companies to be thereby incorporated, to let on lease, sell, or transfer to the London and Birmingham Railway Company, or any other company, the said intended railway, or any part or parts thereof, and to delegate to any such company or companies the execution of all or any of the powers of the said intended Act or Acts, and to enable the said London and Birmingham Railway Company, or any other company, to purchase, rent, or construct, or join in subscribing towards the construction of the said intended railway, or any part or parts thereof, and to raise any sum or sums of money for such last-mentioned purposes.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the line, or situation and levels of the said intended railway, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited for public inspection with the following clerks of the peace respectively, that is to say, with the clerk of the peace for the county of Oxford, at his office in Oxford; with the clerk of the peace for the county of Northampton, at his office in Northampton; and that on or before the thirty-first day of December next, 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 with the parish clerks of such parishes, at their respective residences.

Dated the first day of November, 1845.

Parker, Hayes, Barnwell and Twisden,
1, Lincoln's Inn Fields, London,
Samuel Carter,
Birmingham, } Solicitors.

The Direct Lincoln, East Retford, and Sheffield 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 for making and maintaining a railway or railways with short connecting branches, and with proper warehouses, wharfs, landing places, tunnels, bridges, viaducts, and suitable stations and commodious erections, works, approaches, road and other communications; and conveniences connected therewith, or attached therunto, such railway or railways is or are intended to commence at, in, or near the intended railway station or terminus of the Nottingham and Lincoln Railway, in or near a garden, field, or piece of land, situate in the parish of Saint Mark and Saint Peter, at Gowts, or one of them, in the city of Lincoln, in the county of Lincoln, formerly in the occupation of Thomas Dowthwaite, and now of the said Thomas Dowthwaite, or of the Midland Counties Railway Company, and to terminate at or near the intended station or terminus of the Sheffield, Ashton-under-Lyne, and Manchester Railway, in Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York; which said railway or railways, and branches and works, is, or are intended to be made, and to pass from, in, through, or into the several counties, cities, parishes, boroughs, towns, townlands, townships, chapelries, liberties, hamlets, extra parochial, or other places following, or some of them, that is to say; Saint Peter at Gowts, and Saint Marks, in the said city of Lincoln, in the county of the same city (at or near which latter place the said railway or railways will cross the river Witham by means of a bridge, to be constructed either of iron, stone, brick, or other material), Saint Benedict, Saint Botolph, Saint Mark, Saint Martin, Saint Mary-le-Wigford, Saint Peter at Arches, St. Peter at Gowts, Saint Swithin, Brayford, Brayford Mere, the city of Lincoln, or some of them, in the said city of Lincoln and county of the same city aforesaid; and Bracebridge, the Holmes, the Holmes Common, the Drain, called the main Drain, or some of them, in the parts of Kesteven, in the county of Lincoln, or in the city of Lincoln and county of the same city, or both or one of them, or partly, in the said parts of Kesteven, in the said county of Lincoln, and partly in the said city of Lincoln and county of the same city; Doddington, Skellingthorpe, and Boultham, or some of them, in the said parts of Kesteven, in the county of Lincoln aforesaid; Burton, Laughterton, Fenton, Kellathorpe, otherwise Kettlethorpe, Newton Hardwick, Torksey, Hardwick Busdike, Hardwick Common, Ingoldby, or some of them, in the parts of Lindsey, in the said county of Lincoln; the Foss-dyke Navigation, Broxholme, Saxelby, (at which latter place the said railway or railways will pass over or under the said Foss-dyke Navigation), Saxelby with Ingleby, Ingleby, Ingoldby, the river Trent Navigation, Torksey (at which latter place the said railway or railways will pass over or under the said river Trent Navigation) or some of them, in the county of Nottingham, or in the said parts of Lindsey, in the said county of Lincoln, or both or one of them, or partly in the

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said county of Nottingham, and partly in the said parts of Lindsey, in the said county of Lincoln; South Leverton, Treswell, Cottam, Rampton, Stokeham, Laneham, Low Laneham, High Laneham, Dunham; Thorney, Harby, North Clifton, South Clifton, Clifton, Broadholme, Clarbrough, Clarbrough, Welham, Sturton, Sturton-le-Steeple, Sturton in the Clay, Fenton, North Leverton, Hablesthorpe, otherwise Apesthorpe, Hablesthorpe, Apesthorpe, Applesthorpe, Alblesthorpe; Wheatley, South Wheatley, North Wheatley, Headon, Sutton Lound, Sutton cum Lound, South Leverton, or some of them in the said county of Nottingham; Sturton, Tyn, Hayton, Grove, Gringley, Little Gringley, Bollam, Bolham, Welham, Spittal, Spitta Hill, Moorgate and Spittal Hill, Moorgate, Clarbrough, Clarbrough, Eaton, White Houses, Thrumpton, Retford, West Retford, East Retford, South Retford, Ordsall, Elksley, Ranby, Morton Grange, Upper Morton Grange, Morton, Great Morton, Little Morton, Upper Morton, Bushy Inn, Babworth, the Chesterfield and Stockwith Canal, the Chesterfield Canal, Manton, Ryton, Rayton, Kilton, Osberton, Scrofton, Scofton Chapel, Low Town, Radford, Worksop, Gateford, Haggonfield, Shireoaks, or some of them, in the said county of Nottingham; Beighton, Hackenthorpe, Killamarsh, and Eckington, or some or one of them, in the county of Derby; Thorpe and Netherthorpe, Salvin, Thorpe Salvin, North and South Anston, North Anston, South Anston, Church Anston, Chapel Anston, Dinnington, Anston, Kiveton, Harthill, Woodall, Harthill cum Woodall, Harthill with Woodall, Treeton, Brampton en le Morthen, Ulley, Todwick, Waleswood, Wales, Aston, Aughton, Aston cum Aughton, Aston with Aughton, Hundsworth Woodhouse, Woodhouse (at which latter place the said railway or railways will pass over or under the North Midland Railway), Rotherham, Orgreave, Catcliffe, Hundsworth, Attercliffe, Darnall, Attercliffe cum Darnall, Sheffield, Brightside Bierlow, in the west riding of the county of York, or some of them.

And notice is further given, that it is also intended to apply for powers to be granted by the said Bill to authorize the deviating from the line of the said intended railway or railways and branches, as laid down in the plans thereof, to be deposited in pursuance of the standing orders of Parliament, to the extent defined thereon.

And notice is further given, that it is intended by the said Bill to incorporate a company for the purpose of making, maintaining and carrying into effect the said intended railway or railways and branches, works, and conveniences, and to obtain powers for the compulsory purchases of lands, houses, tenements, and hereditaments, and to levy tolls, rates, and duties on, for and in respect of the use of the said intended railway or railways, branches, works, and conveniences, and to grant and confer exemptions from payment of tolls, rates, and duties.

And notice is further given, that it is intended by the said Bill to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements and hereditaments intended to be taken for the purposes of the said railway or rail-

ways, branches, works, and conveniences, or which would in any manner impede or interfere with the construction, maintenance, and use of the same, and to confer other rights and privileges; and also to divert, alter or stop up all such turnpike roads, parish roads, and other highways, paths, passages, streams, waters, watercourses, canals, navigations, and railways within the said several counties, cities, boroughs, towns, parishes, townships, townlands, 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 or railways, branches, works, and conveniences.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said railway or railways, branches, bridges, and works, and the lands in or through which they are to be made and maintained, or through which every communication to or from the same is to be made, together with books of reference thereto respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property respectively, 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 city of Lincoln and county of the same city, at his office at Lincoln aforesaid; with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office in Sleaford, in the county of Lincoln; with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby, in the county of Lincoln aforesaid; with the Clerk of the Peace for the county of Nottingham, at his office at Nottingham and at Newark upon Trent, in the said county of Nottingham; with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, in the West Riding of the county of York; and with the Clerk of the Peace for the county of Derby, at his office in Chesterfield, in the said county of Derby.

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 several parishes in or through which the said railway or railways, branches, and works, or any part thereof, are intended to be made or maintained, will be deposited for public inspection with the Parish Clerk of each of such several parishes respectively.

Dated this tenth day of November 1845.

Miller and Carr,
Solicitors,
47, Eastcheap, London.

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 and to obtain an Act or Acts to enable a certain party or certain parties therein to be named or certain trustees or commissioners to be thereby appointed or a company to be thereby incorporated to make, build, and construct one or more wet dock or wet docks, and one or more graving dock or graving docks, and one or more pier or piers, with all necessary and

proper basins, canals, piers, wharfs, shipping, and landing places, bridges, sluices, and works adjoining thereto or connected therewith, at or near certain places called the Bognor Brooks, situate in Bognor, adjoining the Sea Shore, in the parish of Southbersted, otherwise South Bersted, and Felpham Brooks, otherwise Felgham Brooks, in the parish of Felpham, otherwise Felgham, or either of them, in the county of Sussex, which said docks, piers, basins, and other works will be situated within or adjoining to the parishes, townships, and extra parochial places following, that is to say: Southbersted, otherwise South Bersted, and Felpham, otherwise Felgham, in the county of Sussex; and also to construct a cut drain, or culvert, with proper sluices and other works in connection therewith, to divert a certain stream or rivulet called the Riffe, for the purpose of carrying off the drainage waters which now usually flow within the last mentioned parishes, townships, or extra parochial places or some of them.

And notice is hereby also given, that it is intended to obtain powers by the said Act or Acts, for the compulsory purchase of lands, houses, tenements, and hereditaments, and to vary or extinguish all existing rights and privileges connected with such lands, or which would in any manner interfere with or impede the carrying the said Act or Acts into execution; and it is also intended to apply for powers for the party or parties to be named in, or trustees or commissioners to be appointed, or the company to be incorporated by the said intended Act or Acts, to levy tolls, rates, and duties, for and in respect of the use of the said docks, basins, piers, and other works and conveniences, and to alter any existing tolls, rates or duties, or to confer, vary, or extinguish any exemption from payment of tolls, rates, or duties, and other rights and privileges.

And notice is hereby further given, that on or before the thirtieth day of November instant, a plan and section of the said intended docks, basins, piers, and other works, with a duplicate of the same, and a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands upon which the said intended docks, basins, piers, and other works are intended to be made, will be deposited at the office of the clerk of the peace, of the county of Sussex, at his office, at Lewes, in the said county, and on or before the thirty-first day of December next, a copy of so much of the said plan and section as relates to each of the parishes, in which such docks, basins, piers, and other works will be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his respective place of abode.

Dated this tenth day of November, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend and enlarge some of the powers and provisions of an Act passed in the last session of Parliament, intituled, "An Act for making a railway from the Eastern Union Railway at Ipswich to Bury St. Edmunds,"

and to authorize the construction and maintenance of the railway or railways hereinafter mentioned, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith; (that is to say) a railway or railways diverging at two separate points from the line of the Ipswich and Bury St. Edmunds Railway, at or near Stowmarket, in the parish of Stowupland, and county of Suffolk, and terminating at two separate points at or near the town of Sudbury, one thereof in the parishes of Saint Gregory, Saint Peter, All Saints, and Saint Bartholomew, Sudbury, or one of them, in the county of Suffolk, and the other at or near to Great Cornard Church, in the parish of Great Cornard, in the said county; which said intended railway or railways, and other works connected therewith, will pass from, in, through or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; (that is to say) Stowmarket, Stowupland, Creeting Saint Peter, West Creeting, Creeting Saint Mary, All Saints Creeting, Creeting Saint Olave, Old Newton, Badley, Combs, Harleston, Shelland, Onehouse, Great Finborough, Little Finborough, Rattlesden, Buxhall, Battisford, Barking, Ringshall, Great Bricett, Naughton, Wattisham, Brettenham, Thorpe Morieux, Hitcham, Preston, Kettlebarston, Bildeston otherwise Bilston, Nedging, Chelsworth otherwise Chellesworth, Acton, Monks Eleigh, Brent Eleigh, Lavenham, Milden, Lindsey, Little Waldingfield, Great Waldingfield, Edwardstone, Long Melford, Newton, Chilton, Little Cornard, Great Cornard, All Saints Sudbury, Saint Gregory Sudbury, Saint Peter Sudbury, Saint Bartholomew Sudbury, in the county of Suffolk.

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 or adjoining to the aforesaid parishes, townships and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway or railways and works.

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

And it is also intended, by such Act or Acts, to enable the Ipswich and Bury St. Edmunds Railway Company to carry into effect the said intended railway or railways and works, 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 said railway or railways and other works, and to grant exemptions from such tolls, rates and duties.

And it is further intended, by such Act or Acts, to enable the Ipswich and Bury St. Edmunds Railway Company to sell, or let, or transfer the said intended railway or railways and works, or any part thereof, and all or any powers of such Company in

connection therewith or in relation thereto, to the Eastern Union Railway Company, or to any other Company; and to enable such Company to purchase, or rent, or construct the said intended railway or railways and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway or railways 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 two companies.

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

Few & Co., W. O. & W. Hunt,

Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills, to alter, amend and enlarge the powers and provisions of the several Acts, relating to the London and South Western Railway; that is to say, of an Act passed in the fifth year of the reign of His late Majesty King William the Fourth, and in the first, and in the second, and in the fourth, and in the fifth years of the reign of Her present Majesty Queen Victoria; and of Two Acts severally passed in the eighth year of Her said present Majesty; and of Two Acts severally passed in the ninth year of the reign of Her said present Majesty, in which said Bill or Bills, or in some other Bill or Bills, for which application will be made to Parliament in the next session, it is intended to apply for powers to enable the London and South Western Railway Company, and the Wilts, Somerset and Weymouth Railway Company, or one or both of them, or some other Company to be incorporated by the said Bill or Bills 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 Salisbury Branch of the London and South Western Railway, in the parish of Milford, in the county of Wilts, in or near a field numbered 15, in the same parish on the deposited Parliamentary plans of the said Salisbury Branch Railway, and terminating by a junction with the Wilts, Somerset and Weymouth Railway, at or near the Salisbury terminus thereof, near Fisherton Street, in the parish of

Fisherton Anger, in the said county of Wilts, and which said proposed railway and works will pass from, in, through or into the several parishes, townships and extra-parochial places of Milford, Laverstock and Ford, Britford, East and West Harnham, Stratford, Clarendon, Winterborne, Ford, the Liberty of the Close of New Sarum, the Borough and City of New Sarum, Saint Martins Salisbury, Saint Edmunds Salisbury, Saint Thomas Salisbury, Fisherton Anger, or some or one of them in the said county of Wilts; and it is also intended to apply for powers to make lateral deviations from the Line of the said 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, streets, 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 Branch Railway and works.

And notice is hereby further given, that a plan of the said railway and works, and also a duplicate of such plan, and a section and duplicate thereof, together with books of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Wilts, at his office at Wilton, 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 work is 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 it is also intended, in and by the said Bill or Bills to empower the company or companies which shall be authorised to make the said proposed railway and works, to let on lease, sell or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and South Western Railway Company and Wilts, Somerset, and Weymouth Railway Company, or to either of them, or to any company with whom the said last mentioned companies or either of them may hereafter unite or be incorporated, and to delegate to the said companies or either of them, or to such other company, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said London and South Western Railway Company and Wilts, Somerset and Weymouth Company respectively and any such other company, out of their corporate or other funds to subscribe for or towards the making, maintaining, working and using the said intended railway and works or any part thereof, or to purchase, rent, work or construct the said intended railway and works or any part of the same, and to take tolls and duties upon or in respect thereof, or any part thereof, and to raise money for the purposes aforesaid.

And notice is hereby further given, that it is intended in the said Bill 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 further proposed by the said Bill or Bills, to authorise the London and South Western Railway Company and the Wilts, Somerset, and Weymouth Railway Company, or such other companies to be incorporated as aforesaid, to enter into and carry into effect such agreements and arrangements for the making, joint using, and working of the said intended railway and works, and the regulation of the use thereof, or of the traffic thereon, and for the regulation of the tolls thereof, as may be mutually agreed upon, or deemed expedient by, and between the said Wilts, Somerset, and Weymouth Company or the said London and South Western Railway Company, or such other companies, or either of them, and for carrying into effect all or any of the above objects; it is also intended to apply for powers to alter, amend, extend and enlarge the provisions of the Act relating to the said Wilts, Somerset and Weymouth Railway Company, passed in the last session of Parliament, intituled "An Act for making a Railway from the Great Western Railway to the City of Salisbury and Town of Weymouth with other Railways in connection therewith, to be called the Wilts, Somerset and Weymouth Railway."

Dated this eighth day of November, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill or Bills to alter, amend and enlarge the powers and provisions of an Act passed in the forty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for erecting a pier and other works for the improvement of the Harbour of Porthdinleyn in Carnarvon Bay, in the county of Carnarvon," or to repeal the provisions, or some or one of them, contained in the said Act, and to make other provisions in lieu thereof.

And notice is hereby also given, that it is intended to apply for powers, in the said Bill or Bills, to enlarge the said harbour, and to construct, erect and maintain such structures, wharfs, docks, quays, piers, moles, jetties, lunding places, warehouses, works, buildings and erections as shall be necessary or expedient for making the same a good and commodious harbour and packet station; and also for making in, upon or near to the said harbour, and the lands contiguous thereto, a railway station, with all necessary approaches and other conveniences thereto, all which said projected works are intended to be made within the several parishes of Ederne and Nevin, or one of them, in the said county of Carnarvon.

And notice is hereby also given, that a plan of the said proposed works, and also a duplicate thereof, with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the clerk of the peace for the said

county of Carnarvon, at his office at Carnarvon, 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 relate to each parish in or through which such works, or any of them, are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the respective places of abode of such parish clerks.

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

And notice is further hereby given, that it is intended by the said Act or Acts to vary, extinguish, or repeal all the powers, rights and privileges granted or conferred upon the corporate body created by the said Act, and to transfer the same to, and also to confer other powers, rights and privileges upon a company, which it is intended shall be incorporated by the said proposed Act or Acts.

And that it is also intended in and by the said Act or Acts, to enable the said company incorporated by the said recited Act, or the persons in whom the property or interest of the said company is now or may hereafter be vested, or who have or claim to have any rights over, or property or interest in, the said harbour, or the site thereof, or the shore and lands adjoining thereto, or over or in any building or erection there standing, to sell or transfer to the said company to be incorporated by the said Act or Acts, or to any other person, body, or company, all rights, powers, privileges, property and interest to, over and in the said harbour, site, shore, lands, adjoining buildings, and structures, or any or either of them, and to enable the said company to be incorporated by this Act to purchase, agree for, take and accept the same rights, powers, privileges, property and interest, and to hold, use, exercise and enjoy the same, or any or either of them.

Dated this eleventh day of November, 1845.

Williams and Breese,
Solicitors,
Portmadoc.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, landing places, warehouses, works and conveniences connected therewith and approaches thereto, commencing by a junction with a proposed line of railway called or to be called the Shrewsbury, Oswestry and Chester Junction Railway, at or near Leaton, in the parish of Saint Mary Shrewsbury, in the county of Salop, thence passing from, in, through or into the several parishes, townships, townlands, and extra-parochial and other places of Albrighton, Preston Gobalds, Harlescot, Wollascot, Battlefield, Newton, Leaton, Onslow, Mitton; Saint Mary Shrewsbury, Fitz, Baschurch, Little Ness, Montford, Shrawardine, Great

Ness otherwise Ness Strange, Ruyton of the eleven towns, Kinnerley, Halston, Melverley, Knockin, Llanyblodwel, Llanymynech, Oswestry, Shelton, Bicton, Preston, Forton, Ensdon, Felton Butler, Alderton, Albion Hayes, Yeaton, Grafton, Addcott, Hopton, Startlewood, Milford, Walford, Kinton, Kynaston, Dovaston, Edgerley, Tir-y-coed, Argoed, Kinnerley and Argoed, Osbaston, Maesbrook Issa, Maesbrook Uchaf, Llwyn-y-go, Dyffryd, Llwyntidmon, Pentreheylin, Llwyngroes, Treprenal, Crickheath, Clive and Sandsaw, Astley, Berwick Leyburne otherwise Little Berwick, Great Berwick, Almond Park, Castleforegate, Castleward-within, Castleward-without, Cotton otherwise Cottonhill, Boreatton, Birch, Stanwardine in the fields, Stanwardine in the wood, Prescott, Newtown, Eyton, Fennymere, Merehouse, Weston Lullingfields, Forde, Wilcott, Nescliff, Shottatton, Cotton, Shelvoek, Moreton, Moreton Chapelry, Llynclis, Blodwell, Bryn, Abertanat, Llanymynech, all or some of them in the county of Salop; and Llanymynech and Carreghofa, in the county of Denbigh; and Llanymynech, Llandysilio, Llandrinio, Llansaintffraid, Meifod, Llanfechan, Llanrhaidr-yn-Mochnant; Llangedwin, Pennant, Llangynog, Hirnant, Llanwddyn, Garthbeibio, Penrhos, Gûilsfield, Llanfyllin; Pennant Moel Angell, Trederwen, Trewylan Rhyscog, Llanerchyla, Colfryn, Dolwen otherwise Dolwyr, Melyniog fach, Llan, Meniog fawr, Lledrod, Llanerchymris Llanfechan Trellan Bodynfol, Trellis, Ystwmgonon, Ystymcolwyn, Nantymerched, Coedle, Penniarth, Main, Dyffryn, Tirtref, Bachia, Nantallen, Glowpwl, Bodran, Rhiwnachor, Boddyddon otherwise Bodyfon, Garthgell, Bodfach, Brynellty; Cammen, Greenhall, Llanfhangell Llwydiart, Rhiwas, Vachwen, Llan, Fedw, Cwmwr, Dwyffryd Garthglynen fawr, Garthglynen fechan, Cornorion, Brithdir, Cefncoch, Castellmoch, Glanafon fach, Glanafon fawr, Nantfyllin, Abermarchnant otherwise Abermarchnad, Rhiwarth, Trellan, Garthbwch, Marchnad ucha, Tresputty, and Rhiwargor, all or some of them in the county of Montgomery, and terminating by a junction with a proposed line of railway called or to be called "The Worcester and Port Dynllaen Railway" at or near Llanwddyn, in the said county of Montgomery.

And also to make and maintain a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, landing places, warehouses, works and conveniences connected therewith and approaches thereto, commencing at a point on or from and out of the main or trunk line of the said intended railway at or near Knockin Heath, in the parish of Kinnerley, in the said county of Salop, thence passing from, in, through or into the several parishes, townships, town lands and extra-parochial or other places of Westfelton, Sandford, Woolston, Tedsmere, Sutton, Twyford, Wootton, Aston, Hisland, Maesbury, Sweeney, Weston Cotton Llanforda, Middleton, Oswestry Town and Liberties and Borough of Oswestry, and terminating at or near certain ground called Coney Green, within the liberties of the said town or borough of Oswestry, in the said county of Salop.

And it is intended by the said Act, to incorporate a Company for the purpose of carrying into effect

the said intended railway or railways, and all and singular the works aforesaid or some of them, and to obtain powers for the compulsory purchase of lands and houses for all or any of the purposes aforesaid, and to levy tolls, rates and duties on passengers and goods, and also on carriages passing along, through or over the same railway or railways for the use of the said intended railway or railways, and all and singular the works aforesaid or some of them, and to confer and vary such exemptions from payment of tolls, rates and duties as to such company may seem meet; and also for power to stop up, alter, vary and divert, whether temporarily or permanently, all turnpike roads, highways, roads, tram roads, paths, passages, rivers, canals, brooks, streams, or running waters, pipes, sewers, waters and watercourses within the said several parishes, townships, town lands, extra-parochial and other places aforesaid, or some of them.

And it is further proposed by the said intended Act, in case the same shall incorporate a Company for the purpose of making the said railway or railways and works aforesaid, all or some of them, to enable the said Company so to be incorporated as aforesaid, to sell or let on lease or transfer the said intended railway or railways and the works aforesaid or any part thereof, or the tolls, rates and duties thereof respectively, and all or any of the powers to be conferred by the said Act, to any other Railway Company or Companies, and to enable such last mentioned Company or Companies to purchase or rent or to execute the said railway or railways or the works aforesaid, or any part thereof, and to exercise and enjoy such powers as aforesaid or any of them, or to guarantee to the Company to be incorporated by the said intended Act a fixed rate of interest or profit upon their outlay, and also to raise and contribute funds towards the construction, maintenance, and use of the said intended railway or railways and the works aforesaid or any part thereof, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed between the said two Companies.

And it is further intended by the said Act, to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses so proposed to be taken or purchased for all or any of the purposes aforesaid, or which will in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways and the works aforesaid or any part thereof and to confer other rights and privileges, and also for power to make lateral deviations from the line of the proposed railway or railways and works to the extent or within the limits defined on the plans hereinafter mentioned.

And notice is hereby further given that plans and sections of the said intended railway or railways and works aforesaid and of the lands in or through which the said intended railway or railways and works are to be made and maintained, 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 this present month of November,

with the clerk of the peace of the said county of Salop, at his office at Shrewsbury, in the said county of Salop, and with the clerk of the peace of the said county of Denbigh, at his office, at Ruthin, in the said county of Denbigh, and with the clerk of the peace of the said county of Montgomery, at his office, at Welch Pool, in the said county of Montgomery.

And notice is hereby also given, that a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said railway or railways, and works are intended to pass, or be made or maintained will be deposited for public inspection, on or before the thirty-first day of December next, with the parish clerk of each of the said several parishes at their respective residences.

Dated this tenth day of November, 1845.

Williams and Breese, Solicitors,

Portmadoc.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to make and maintain a railway or railways, with all proper and convenient stations, erections, buildings, bridges, wharfs, landing places, warehouses, works, and conveniences connected therewith, and approaches thereto, commencing by a junction with a proposed line of railway called or to be called the Shrewsbury, Oswestry and Chester Junction Railway, at or near Leaton, in the parish of Saint Mary, Shrewsbury, in the county of Salop; thence passing from, in, through, or into the several parishes, townships, townlands, and extra parochial and other places of Albrighton, Preston Gobalds, Harlescot, Wollascot, Battlefield, Newton, Leaton, Onslow, Mitton, Saint Mary, Shrewsbury, Fitz, Baschurch, Little Ness, Montford, Shrawardine, Great Ness otherwise Ness Strange, Ruyton of the Eleven Towns, Kinnerley, Halston, Melverley, Knockin, Llanyblodwell, Llanymynech, Oswestry, Shelton, Bicton, Preston, Forton, Ensdon, Felton Butler, Alderton, Albion Hayes, Yeaton, Grafton, Addcott, Hopton, Startlewood, Milford, Walford, Kinton, Kynaston, Dovaston, Edgerley Tir-y-coed, Argoed, Kinnerley and Argoed, Osbaston, Maesbrook Issa, Maesbrook Uchaf, Llwyn-y-go, Dyffryd, Llwyntidmon, Pentreheylin, Llwyngroes, Trepenal, Crickeath, Clive and Sansaw, Astley, Berwick Leyburne, otherwise Little Berwick, Great Berwick, Almond Park, Castle Foregate, Castleward within Castleward without, Coton, otherwise Cotton Hill, Boreatton, Birch, Stanwardine-in-the-Fields, Stanwardine-in-the-Wood, Prescott, Newtown, Eyton, Fennymere, Merehouse Weston Lullingfields, Forden Wilcott Nesscliff, Shotatton, Cotton, Shelvock, Moreton, Moreton Chapelry, Llynclis, Blodwell, Bryn, Abernat, Llanymynech; all or some of them in the county of Salop, and Llanymynech and Carreghofa in the county of Denbigh; and Llanymynech Llandysilio, Llandrinio, Llsaintffraid, Meifod, Llanfechan Llanrhaidr-yn-Mochnant, Llangedwin, Penant, Llangynog, Hirnant, Llanwddyn, Garthbeibio, Penrhos, Guilsfield, Llanfyllin, Pennant Moell Angell, Trederwen, Trewylan, Rhyscog, Llanerchyla,

Colfryn, Dolwyn otherwise Dolwyr, Melyniog fach, Llan, Meliniog fawr, Lledrod, Llanerchymris, Llanfechan, Trellan, Bodynfol, Trellys, Ystwmgonon, Ystymcolwyn, Nantymeiched, Coedorle, Penniarth, Main, Dyffryn, Tirtref, Bachia, Nantallen, Glow-pwll, Bodran, Rhiwnachor, Boddydon otherwise Bodyfon, Garthgell, Bodfach, Brynellty, Cammen, Greenhall, Llanfihangel, Llwydiart, Rhiwlas, Vachwen, Llan, Fedw, Cwmwr, Dwyffrwyd, Garthglynen, fawr, Garth Glynen fechan, Cornorion, Brithdir, Cefncoch, Castellmoch, Glanafon fach, Glanafon fawr, Nantfyllin, Abermarchnant otherwise Abermarchnad, Rhiwarth, Trellan, Garthbwllch, Marchnad ucha, Tresputty, and Rhiwargor; all or some of them in the county of Montgomery; and Llanywchlyn, Llangower, Llanecil, Llanyowddy, Llanderyf, Llandrillo, Llanfawr, Llanywchlyn, Trawsfynydd, Festiniog, Maentwrog Llandecwyn, Llanfrothen, and Llanfihangel-y-traethan; all or some of them in the county of Merioneth; and Ynys Cunuhauarn, Treflys, Llanfihangel-y-Pennant, Penmorfa Criccieth, Llanystymdwy, Llanarmon, Llangybi, Abereirch, Denio, Carngiwch, Pistill, Bodfean, Penrhos, Llanfihangel Bachallaeth, Llanbedrog, Ceido, Llandidwen, Nevin, and Edern, all or some of them, in the county of Carnarvon, and terminating at or near Portdynllaen, in the parish of Edern, in the county of Carnarvon.

And also to make and maintain a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, landings, places, warehouses, works, and conveniences connected therewith and approaches thereto, commencing at a point on or from, and out of the main or trunk line of the said intended railway, at or near Knockin Heath, in the parish of Kinnerley, in the said county of Salop, thence passing from, in, through, or into the several parishes, townships, townlands, and extra parochial or other places of Westfelton, Sandford, Woolston, Tedsmere, Sutton, Twyford, Wootton, Aston, Hisland, Maesbury, Sweeney, Weston Cotton, Llanforda, Middleton, Oswestry town and liberties, and borough of Oswestry, and terminating at or near certain ground called Coney Green, within the liberties of the said town or borough of Oswestry, in the said county of Salop.

And it is intended by the said Act to incorporate a company, for the purpose of carrying into effect the said intended railway or railways, and all and singular the works aforesaid, or some of them, and to obtain powers for the compulsory purchase of lands and houses, for all or any of the purposes aforesaid, and to levy tolls, rates, and duties on passengers and goods, and also on carriages passing along, through, or over the same railway or railways, for the use of the said intended railway or railways, and all and singular the works aforesaid, or some of them, and to confer and vary such exemptions from payment of tolls, rates, and duties, as to such company may seem meet, and also for power to stop up, alter, vary, and divert, whether temporarily or permanently, all turnpike roads, highways, roads, tram roads, paths, passages, rivers, canals, brooks, streams, or running waters, pipes,

sewers, waters and water courses, within the said several parishes, townships, townlands, extra parochial, and other places aforesaid, or some of them.

And it is further proposed by the said intended Act, in case the same shall incorporate a company for the purpose of making the said railway or railways, and works aforesaid, all or some of them, to enable the said company so to be incorporated as aforesaid, to sell, or let on lease, or transfer the said intended railway or railways, and the works aforesaid, or any part thereof, or the tolls, rates, and duties thereof respectively, and all or any of the powers to be conferred by the said Act, to any other railway company or companies, and to enable such last mentioned company or companies to purchase or rent, or to execute the said railway or railways, or the works aforesaid, or any part thereof, and to exercise and enjoy such powers as aforesaid, or any of them, or to guarantee to the company to be incorporated by the said intended Act, a fixed rate of interest or profit upon their outlay, and also to raise and contribute funds towards the construction, maintenance, and use of the said intended railway or railways, and the works aforesaid, or any part thereof, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed between the said two companies.

And it is further intended by the said Act, to vary or extinguish all existing rights and privileges in any manner connected with the lands and houses so proposed to be taken or purchased, for all or any of the purposes aforesaid, or which will in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways, and the works aforesaid, or any part thereof, and to confer other rights and privileges, and also for power to make lateral deviations from the line of the proposed railway or railways, and works, to the extent, or within the limits defined, on the plans hereinafter mentioned.

And notice is hereby further given, that plans and sections of the said intended railway or railways and works aforesaid, and of the lands in or through which the said intended railway or railways and works are to be made and maintained, 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 this present month of November, with the Clerk of the Peace of the said county of Salop, at his office at Shrewsbury, in the said county of Salop; and with the Clerk of the Peace of the said county of Denbigh, at his office at Ruthin, in the said county of Denbigh, and with the Clerk of the Peace of the said county of Montgomery, at his office at Welch Pool, in the said county of Montgomery, and with the Clerk of the Peace of the said County of Merioneth, at his office at Bron Eryri, in the said county of Merioneth, and with the Clerk of the Peace of the said county of Caernarvon, at

his office at Caernarvon, in the said county of Caernarvon.

And notice is hereby also given, that a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in or through which the said railway or railways, and works are intended to pass, or be made or maintained, will be deposited for public inspection, on or before the thirty-first day of December next, with the Parish Clerk of each of the said several parishes, at their respective residences.

Dated this tenth day of November, 1845.

Williams and Breese,
Solicitors,
Portmadoc.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for a Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of the reign of Her present Majesty, intitled, "An Act for making and maintaining a railway from Porthdynllaen, in the parish of Ederm to Bangor in the county of Carnarvon."

And notice is hereby also given, that in the said Bill or Bills, or in some other Bill or Bills, power will be applied for to enable the North Wales Railway Company to make and maintain a railway or railways, with all proper and necessary roads, approaches, stations, works and conveniences connected therewith, commencing at a junction of the North Wales Railway, or intended railway or line of railway, at a certain field in the occupation of Edward Davies, situate below or near the turnpike road leading from Carnarvon to Llanberis, and in the parish of Llanbeblig, in the county of Carnarvon, and passing from, in, through, or into the parish, township, borough, or places following, or one of them, that is to say, Carnarvon and Llanbeblig, in the said county of Carnarvon, and terminating by a junction with the said North Wales Railway, or intended railway or line of railway, at or near the river Seiont or Morfa Seiont, in the said parish of Llanbeblig, in the said county of Carnarvon.

And notice is hereby also given, that in the said Bill or Bills, or in some other Bill or Bills, power will be applied for to enable the North Wales Railway Company, to make and maintain a railway or railways, with all proper and necessary roads, approaches, stations, works, and conveniences connected therewith, commencing at the present Bangor terminus of the North Wales Railway, or intended railway or line of railway, and passing thence through, and over, and along certain fields situate in the parish of Bangor, in the county of Carnarvon, to and into the intended station of the Chester and Holyhead Railway Company, at Bangor, aforesaid.

And notice is hereby also given, that plans and sections of the said proposed railway, or railways,

and works, and also, a duplicate of such plans and sections, with a book of reference thereto, will on or before the thirtieth day of November instant, be deposited for public inspection with the Clerk of the Peace for the said county of Carnarvon, at his office in the town of Carnarvon, in the said county; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish, in or through which the said railway, or railways, and works, or any part of them are intended to be made, together with a book of reference thereto, will be deposited with the Parish Clerk of each such parish, at the respective places of abode of such Parish Clerk.

And notice is hereby further given, that it is intended by the said Act or Acts, to take powers to deviate in the construction of the said proposed railway and other works, to such extent as will be defined on the said plan, and to alter and divert such highways, roads, streets, courts, passages, paths, lanes, allies, canals, navigations, drains, sewers, and watercourses, within the said several parishes, townships, and places, as it may be necessary to alter or divert for the purposes of the said proposed railway and works; and also, for powers for the compulsory purchase of lands and houses, and for levying tolls, rates, and duties, upon or in respect of the said proposed railway and works, and to alter existing tolls, rates, or duties, and to vary or extinguish all rates and privileges in any manner connected with the lands and houses so proposed to be taken as aforesaid, and to confer other rights and privileges in respect thereof; and also, to stop up, alter, vary, or divert, such highways, turnpikes, and other roads, railways, tramways, passages, rivers, streams, brooks, sewers, drains, and watercourses, as it may be necessary or expedient to stop up, alter, or divert, for the purpose of constructing the said intended railway and works.

And notice is hereby further given, that in the said Bill or Bills, powers will be applied for enabling the said North Wales Railway Company to sell or lease, or agree to sell or lease, the said North Wales Railway, and the works connected therewith, and the said intended railway, and works connected therewith, or either of them, or any part or parts of them, or either of them, to any person, body, or company, subject to such terms and conditions as may be agreed upon between the said North Wales Railway Company and such other person, body, or company, and to enter into and give effect to all such covenants as may be necessary or expedient with reference to the purposes aforesaid, and to enable the said other person, body, or company, to purchase or take on lease the said railways and works, or either of them, or any part or parts of them, or either of them, and to enter into and give effect to all such agreements and covenants as aforesaid, also for powers to enable the said North Wales Railway Company to amalgamate and unite with any other company.

Dated this eleventh day of November, 1845.

Williams & Breese,
Solicitors, Portmadoc.

Oldham District Railways.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts to authorize the making and maintaining of the following railways or branch railways, with all necessary and convenient stations, wharfs, staiths, landing-places, sidings, tunnels, bridges, viaducts, archways, embankments, warehouses, offices, yards, erections, roads, communications, approaches, and conveniences, and all other proper works connected with the said railways respectively, that is to say; firstly, a railway to commence by a junction with the proposed Mumps extension of the Oldham branch of the Manchester and Leeds Railway, such junction with and into the said proposed Mumps extension to be made and formed in or near a certain close or parcel of land belonging to the Right Honourable Earl Howe, and now in the occupation of Thomas Taylor, or his under-tenant, Abraham Clegg, and which said close is situated at or near to Mumps, in the township of Oldham, in the parish of Prestwich otherwise Prestwich-cum-Oldham, in the county of Lancaster, and to terminate at and by a junction with the intended Ashton, Staley-bridge, and Liverpool Junction Railway, in or near to the town of Ashton-under-Lyne in Ashton Town Division, in the parish of Ashton-under-Lyne, in the county of Lancaster; and which said railway will pass from, in, through, or into the parishes, townships, townlands, and extra-parochial and other places of Oldham, Prestwich otherwise Prestwich-cum-Oldham, Ashton-under-Lyne, Ashton Town Division, Hartshead, Knot-Lanes, and Audenshaw, all in the said county of Lancaster, or some of them.

And secondly, another railway to commence from and out of the said intended Ashton, Staley-bridge, and Liverpool Junction Railway, at or near to where the said last-mentioned railway will cross the turnpike road from Ashton-under-Lyne to Oldham, near the said town of Ashton-under-Lyne, in Ashton Town Division, in the parish of Ashton-under-Lyne, in the said county of Lancaster, and to terminate at and by a junction with the intended branch of the Manchester and Birmingham Railway from Stockport to Guide Bridge hereinafter mentioned, in a certain close at or near to Guide Bridge, in the parish of Ashton-under-Lyne, in the said county of Lancaster, belonging to the Right Honourable the Earl of Stamford and Warrington, Sally Stopford, Ralph Stopford, Charles Stopford, Jonathan Howard, and Mary his wife, and the said Charles Stopford and Ralph Stopford, trustees and executors of the late Thomas Stopford, or some or one of them, and now in the occupation of James Schofield, and which said railway will pass from, in, through, or into the parishes, townships, townlands, and extra-parochial and other places of Ashton-under-Lyne, Ashton Town Division, Hartshead, Knot-Lanes, and Audenshaw, all in the said county of Lancaster, or some of them.

And thirdly, another railway to commence from and out of the said Mumps extension of the

Oldham branch of the said Manchester and Leeds Railway, at or near a certain close, or parcel of land belonging to the Right Honourable Earl Howe, and now in the occupation of Thomas Taylor, or his under-tenant, Abraham Clegg, and which said close is situated at or near to Mumps, in the township of Oldham, in the parish of Prestwich otherwise Prestwich-cum-Oldham, in the county of Lancaster, and to cross the Manchester and Austerlands turnpike road by a bridge or viaduct at or near Mumps aforesaid, and to terminate by a junction with the said Manchester and Leeds Railway at or near the station of the said railway, in or near the town of Rochdale, in the township of Castleton, in the parish of Rochdale, in the said county of Lancaster, and which said thirdly intended railway will pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places of Oldham, Royton, Crompton, Prestwich otherwise Prestwich-cum-Oldham, New Hey, Milnrow, Butterworth, Castleton, and Rochdale, all in the said county of Lancaster, or some of them; and fourthly another railway from and out of the said Oldham branch of the Manchester and Leeds Railway, to commence by a junction with the same, at or near the Oldham station of the said Oldham branch of the Manchester and Leeds Railway, and to terminate by a junction with the said Manchester and Leeds Railway, in the township of Newton, in the parish of Manchester in the county of Lancaster, at or near to a close or parcel of land belonging to John Thorpe, Mary Gaskell, and Catherine Ireland, or one of them, and now in the occupation of the said Catherine Ireland, and which said fourthly mentioned railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Oldham, Hollinwood, Chadderton, Prestwich otherwise Prestwich-cum-Oldham, Failsworth, Moston, Moston, Newton, and Manchester, all in the county of Lancaster, or some of them; and fifthly, another railway from and out of the Oldham branch of the Manchester and Leeds Railway, to commence at and by a junction with the same, at or near the Oldham station of the said Oldham branch of the Manchester and Leeds Railway, in the township of Oldham, in the parish of Prestwich otherwise Prestwich-cum-Oldham, in the said county of Lancaster, and to terminate in the township of Royton, in the said parish of Prestwich otherwise Prestwich-cum-Oldham, in the said county of Lancaster, in or near to a close or parcel of land belonging to Sir Joseph Radcliffe, Baronet, and now in the occupation of John Fitton, and which said close or parcel of land abuts on the westerly side of the turnpike road from Oldham to Rochdale, in the said county of Lancaster, and which said fifthly mentioned railway it is intended shall pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Oldham, Royton, Prestwich otherwise Prestwich-cum-Oldham, all in the county of Lancaster, or some of them; and sixthly, another railway from and out of the said Mumps extension

of the Oldham branch of the Manchester and Leeds Railway, to commence by a junction with the same at or near a certain close or parcel of land belonging to the Right Honourable Earl Howe, and now in the occupation of Thomas Taylor, or his under-tenant, Abraham Clegg, situated at or near to Mumps, in the township of Oldham, in the parish of Prestwich otherwise Prestwich-cum-Oldham, in the county of Lancaster, and to terminate by a junction with the intended main line of railway of the Huddersfield and Manchester Railway and Canal Company, at or near to Shaw Hall Bank, in the township of Quick, in the parish of Rochdale, in the west riding of the county of York, at or near to two closes or parcels of land, one of such closes belonging to John Buckley and Robert Buckley, and now in their occupation, and the other of such closes belonging to Mary Bradbury and Henry Buckley, or Sarah Buckley, or some or one of them, and now in the occupation of the said Mary Bradbury, in the same parish and township; and which said sixthly mentioned railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Oldham, Prestwich otherwise Prestwich cum Oldham, Ashton-under-Lyne, Ashton town division, Hartshead, Knot-lanes, Audenshaw, and Rochdale, all in the county of Lancaster, or some of them, and of Quick or Quick Mere and Shaw Mere, within the said township of Quick, in Saddleworth, and parish of Rochdale, in the said west riding of the county of York, or some of them; also to authorize the making of two branch railways, with proper works and conveniences connected therewith, and approaches thereto, one of such branches to commence from and out of the said sixthly mentioned railway in Quick Mere, in the township of Quick, and parish of Rochdale aforesaid, in or near a certain close or parcel of land belonging to Joseph Jones, and now in the occupation of John Nield, at or near a place called Spring Head, in Quick Mere, in the said township of Quick, and parish of Rochdale, and to terminate in or near to a close or parcel land in the division of Hartshead, in the said parish of Ashton-under-Lyne, belonging to the Right Honourable the Earl of Stamford and Warrington, and now in the occupation of James Broadbent and Isaac Ainley, and which said first-mentioned branch of such sixthly mentioned railway will pass from, in, through, or into the parishes, townships, townlands, extra-parochial and other places of Quick, Quick Mere, Saddleworth, and Rochdale, in the said west riding of the county of York, or some of them, and of Rochdale, Hartshead, Mossley, and Ashton-under-Lyne, in the said county of Lancaster; or some of them; and the other of such branches will commence from and out of the said sixthly mentioned railway, in or near to a certain close or parcel of land belonging to Joseph Jones, John Ogden, Thomas Ogden, and Edward Ogden, or some of them, and now in the occupation of the said John Ogden, Thomas Ogden, and Edward Ogden, and situated at or near Bank Top, or Welly Hole, in the said town-

ship of Oldham, in the parish of Prestwich, otherwise Prestwich-cum-Oldham, in the county of Lancaster, and to terminate at or near to Waterhead Mill, also in the said township of Oldham, in the parish of Prestwich otherwise Prestwich cum Oldham, in or near to a close of land belonging to James Heywood, John Heywood, and William Heywood; or some of them, and now in the occupation of Robert Bridcoake, and certain plots of land belonging to Elkanah Moss and Andrew Thomas Moss, and Peter Platt, and now in the occupations of the said Elkanah Moss and Andrew Thomas Moss, and Peter Platt, or some of them, or their under-tenants, Thomas Platt, James Barlow, Rebecca Kershaw, James Bradley, James Crowther, and William Crowther, and which said last-mentioned branch will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places of Oldham, Prestwich otherwise Prestwich-cum-Oldham, in the county of Lancaster, or some of them.

And notice is hereby further given, that it is also intended to apply for powers, in the said Act or Acts, for the compulsory purchase of lands and houses, mills, reservoirs, goits, tenements, and hereditaments; and to vary or extinguish all or any rights or privileges in any manner connected with or incidental to such lands or houses, mills, reservoirs, goits, tenements, and hereditaments respectively, and to confer others; and also to obtain powers to make lateral deviations from the respective lines of the said several intended railways and branch railways, and other works, to the extent or within the limits defined or shewn on the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish and other roads and highways, streets, streams, canals, navigations, bridges, and railways or tramroads within the said several hereinbefore-mentioned parishes, townships, townlands, and extra-parochial and other places, as it may be necessary or expedient to cross, divert, alter, or stop up for the purposes of all or any of the said intended railways, branch railways, and works, or any of them.

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 powers and objects aforesaid, or some part thereof; and to levy tolls, rates, and duties for and in respect of the said intended railways, branch railways, and works respectively; 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 further intended to apply for powers, under the said Act or Acts, to enable the Manchester and Leeds Railway Company to raise funds, and to take shares in and subscribe for or towards the making, maintaining, working, and using of the said intended railways, branch railways, and other works; and also to enable the said Manchester and Leeds Railway Company to alter any existing tolls, rates, or duties, and to confer,

vary, or extinguish any exemptions from payment of tolls, rates, or duties, or other rights or privileges which they the said Manchester and Leeds Railway Company have now power to levy.

And it is further intended to apply for powers, under the said Act or Acts, to enable the company or companies to be incorporated as aforesaid to let on lease or sell the said intended railways and other works, or any part or parts thereof, and all or any powers of such company or companies in connection therewith or in relation thereto, to the said Manchester and Leeds Railway Company; and to enable the said Manchester and Leeds Railway Company to contract for the purchase or renting the said intended railways, branch railways, and works, or any of them, or any part or parts thereof; and to use and work the same, or any of them, or any part or parts thereof respectively, and to levy tolls, rates, and duties for and in respect thereof, and to exercise such powers, or any of them; and also to authorize the company or companies so to be incorporated as aforesaid, and the 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 railways, branch railways, and works; and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made for or in respect of the traffic passing, or which may pass on or over the respective lines or works of the said Manchester and Leeds Railway Company, and of the said intended company or companies, or either of them.

And for all or any of the purposes aforesaid, it is intended to apply for powers, under 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 or means as Parliament shall think fit.

And it is also proposed, by the said Act or Acts, to authorize the union or amalgamation of the said company or companies, so proposed to be incorporated with the said Manchester and Leeds Railway Company, 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 or branch railways and works, and to take tolls in respect thereof, and to exercise the usual powers of the said intended Act or Acts, and for all or any of the objects aforesaid, to repeal, alter, extend, amend, and enlarge all or any of the powers or provisions of the following Acts, relating to the said Manchester and Leeds Railway Company, that is to say, the Act of the 6th and 7th of William the Fourth, chapter 111; the 7th of the same reign, chapter 24; the 2nd and 3rd of Her present Majesty, chapter 25; and the 7th and 8th of Her said present Majesty, chapter 16, and chapter 82; also the 8th and 9th of Her said present Majesty, chapter 171, and chapter 54, and chapter 109.

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And notice is hereby further given, that, on or before the twenty-ninth day of November 1845, plans and sections, of the said railways, branch railways and works, and duplicates of such plans and sections, 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, in the said county of Lancaster; and 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 of the county of York; 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 several parishes in or through which the said several railways, and branch railways and works, or any part thereof, are intended to be made, will be deposited, for public inspection, with the parish clerk of every such parish at his place of abode.—Dated this eleventh day of November 1845.

Kay Clegg, Solicitor, Oldham; *Bower and Son*, 22, Parliament-street, Parliamentary Agents.

Manchester, Southampton, and Poole Railway.

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 for making and maintaining a railway, with all proper stations, works, communications, and conveniences connected therewith, commencing by a junction with the Birmingham and Gloucester Railway, in the township or tything of Alstone, in the parish of Cheltenham, in the county of Gloucester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Alstone Westall Bayshill Cheltenham Charlton Kings otherwise Ashley Dowdeswell Leckhampton Cubberly Nettlescomb Brimpsfield Rapsgate Elkston Winston Cowley Colesbourn Rendcombe Woodmancote North Cerney Duntisbourn Abbots Duntisbourn Rouse Duntisbourne Leer Calmsden Bagendon Daglingworth Bauntön Stratton Cirencester Preston Forty Preston Mitt Siddington Saint Peter Siddington Saint Mary Harnhill Driffield Cerney Wick South Cerney and Down Anney Ampney or Amney Crusis otherwise Ampney Crusis, all in the county of Gloucester; Latton Great Chelworth Ashton Keynes Marston Maisey or Meysey Leigh Water Eaton Stanton Fitzwarren Little Chelworth Calcott Widhill Cricklade Saint Sampson Cricklade Saint Mary Broad Blunsdon Little Blunsdon Blunsdon Saint Andrew Haydon Moreden otherwise Moredon Rodbourne Cheyney Lydiard Tregoze Lydiard Millicent Purton Purton Stoke South Marston Highworth Upper Stratton Stratton Saint Margaret Coate Wanborough Walcott Snodshill Wroughton Aldbourne Swindon Liddington East Chiseldon West Chiseldon Hodson Badbury Badbury-wick Burderop Draycott Foliatt Ogbourne Saint George Mildenhall Ogbourne Saint Andrew Ogbourne Naisay Beckley Barbary Freshute Saint Mary's Marl-

borough Elcot, Manton Clatford Saint Mary's Marlborough Marlborough Saint Mary Saint Peter and Saint Paul North Savernake South Savernake Preshute Overton West Overton East Overton Lockeridge Fifield Boreham Woods Shaw Rainscomb Savernake North and South Wootton Rivers Milton Huish East Shercoth West Shercoth Clinch New-mill Milton Lilbourne Fifield Wilcot Oare East Stowell West Stowell Draycott Fitz Paine Pewsey Southcott Kepnell Down Pewsey Shercoth Manningford Abbots Manningford Bruce Wilsford otherwise Wivelsford Manningford Bohune Newington North Newnton otherwise North Newington and Hilcott Hillcott Charlton Rushall Upavon Weddington Enford, Chisenbury-priory otherwise East Chisenbury, Compton, Euford New-town, Longstreet and Littlecott Coombe Fyfield Fittleton Haxon otherwise Hacklestone Netheravon Chisenbury de la Foley otherwise West Chisenbury Figheldean Cholston otherwise Choldeston Little Alton Great Alton Little Ablington Great Ablington Syrencot Knighton Milstone otherwise Milstone and Brigmilstone Brigmilstone Durrington Bulford Great Amesbury Ratfyn Little Amesbury Wilsford Great Durnford Lake West Cholderton Park House, Newton Tony or Saint Anthony Wilbury Allington East Boscombe Little Boscombe Idmiston Porton Gumbleton Woodford Upper Woodford Heale Middle Woodford Little Woodford Netton, Salterton, Newtown, Lower Woodford Little Durnford Winterbourne Ganner, Winterbourne Dauntsey Winterbourne Earls Hurdcott, Stratford-under-the-Castle Avon Old Sarum Milford Bishop Down Lobcombe Laverstock Ford otherwise Winterbourne Ford Milford Milford in the parish of Saint Martins the liberty of the Close of New Sarum the liberty of Clarendon West Harnham Odstock Britford East Harnham Longford Downton Nunton Bodenham Charlton-wick New-court, Charlton Wick-down, all in the county of Wilts; North Charford Hale South Charford Breamore Fordingbridge Burgate Gorely Fordingbridge Bickton Ashes Midgham Harbridge North Plumley otherwise Plumley Ibbesley Ellingham Sommerley Sommerley-heath Ringwood Ashley Ashley-heath Rockbourne Sandhill otherwise Sandel East Parley West Parley Peakham Hampreston Longham Godshill Stapleshill Steephill Bowers Parley common Saint Leonards Boward Pelfords East Moors Little Moors, West Moors, all in the county of Southampton otherwise Hants; Alderholt Alderholt-heath Holwell Cranborne Cranborne-common Bowers otherwise Boward Hill-farm Midgham Edmondsham Eastworth Westworth, Pistle-down, Blackwater Pistle-hill Verwood otherwise Fairwood Verwood-heath Half-way-hill Owre-common Potter's-farm Woolbridge Woolbridge-common Woolbridge-heath Hampreston Longham West Parley East Parley Parley-common Gussage Saint Michael Gussage All Saints Horton Horton-heath Three-legged-cross Higher Manaton otherwise Mannington Lower Manaton otherwise Mannington Hinton Martel Chalbury Didlington East-moors West-moors Holt Holt-chapel Holt-common Saint

Leonards Woodcutts Ashton Little Moores Clayford-farm Uddens Hampreston-heath Cross Keys Wimborne Minster Wimborne Saint Giles and Allhallows Kingston Lacy Leigh Canford Magna otherwise Great Canford Piffords Cannon-hill Saint Margaret's Little Canford Leigh-common Colhill Dogdean Walford Wayford Warford-bridge Warford Abbots-street Cowgrove Higher Henbury Lower Henbury Stone Bothemwood Wimborne borough Wimborne Pamphill Corfe Mullen Sturminster Marshall Shapwick Tarrant Crawford Higher Barford Lower Barford Newton-marsh Petersham Dean's-court or Deanery Thornhill Corfe Saint Nicholas Barnsley Canford Prior Cogdean Enbury Newton Parley-common Knighton Lake Merley Oakley Upton Bushill's or Bushell's mill Hickford otherwise Thickfurze otherwise Heckford Kingston otherwise Kinson Putnams otherwise Tantnams otherwise Tatnams Hamworthy Longfleet Parkston all in the county of Dorset; Saint James in the town and county of Poole Putnams otherwise Tantnams otherwise Tatnams Hamworthy Longfleet Parkston in the borough and county of Poole and terminating by means of a junction with the proposed Southampton and Dorchester Railway in the said parish of West Parley; also a railway commencing by means of a junction with the said proposed Southampton and Dorchester Railway in the parish of Canford Magna otherwise Great Canford in the said county of Dorset passing thence from in through or into the several parishes townships and extra-parochial or other places of Lytchet Minster Longfleet Parkston Great Canford and Hamworthy, all in the county of Dorset the Mudlands in the harbour of Poole in the town and county of Poole and Saint James in the town and county of Poole and terminating in the said parish of Saint James in the said town and county of Poole; and also a line of railway commencing by means of a junction with the proposed Salisbury and Bishopstoke Railway in the parish of Romsey Extra in the county of Southampton otherwise Hants passing thence from in through or into the several parishes townships and extra-parochial or other places of Romsey infra Romsey extra Wools Woodbury Rockborne Kingsomborne Lee Nutshalling or Nursling Upton Milbrook Hill Sidford Sidford Langley Redbridge Totton Badsley or Baddesley Chilworth Ashfield White-nap Lingborough Eling otherwise Ealing and Milbrook and terminating in the said parish of Milbrook in the county of Southampton otherwise Hants; also a branch railway diverging out of the said first mentioned railway in the said parish of Pewsey passing thence from in through or into the several parishes townships and extra-parochial or other places of Huish Southcot Kepnell Oare Fifield Hewish Draycot West Stowell Wilcot East Stowell Pewsey Shercoth East Shercoth West Shercoth Manningford Bruce Manningford Abbots Manningford Bohune Wilsford otherwise Wivelsford Hilcot North Newnton otherwise North Newington Newington Bottlesford Broad-street Gore Down Pewsey Rushall Charlton Marden Beeching-

stoke Woodborough Alton Barnes Alton Priors Stanton Saint Bernard All Cannings Allington Etchilhampton Fullaway Patney Chirton otherwise Cherington Conock Wedhampton Lydeaway Hatfield Urchfont Stert Pottern Crookwood Bishop's Cannings Coate Horton Bourton Easton Roundway, Nurstead Wick chapelry of St. James parish of Saint John the Baptist Devizes and the Blessed Virgin Mary in the town and borough of Devizes, and terminating in the said chapelry of Saint James in the said parish of St. John or St. Mary, in the borough of Devizes all in the said county of Wilts. And also another branch railway diverging out of the said first-mentioned railway and joining the said proposed Salisbury and Bishopstoke railway to be wholly situate in the parish of Milford in the county of Wilts aforesaid. And it is intended to apply for power to make and maintain some portion or portions of such several and respective railways and branch railways or some of them; and also to authorize junctions with the said before mentioned railways and any other railways that may be joined or interfered with, according to the plans hereinafter mentioned or referred to. And it is intended to apply for powers to make lateral deviations from the lines of the proposed railways and branch railways to the extent or within the limits defined upon the plans hereinafter mentioned. And also to divert, alter, or stop up, either temporarily or permanently all such turnpike roads, parish roads, and other highways, streams, 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 divert, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that on or before the 30th day of November 1845, duplicate plans and sections, describing the lines and levels of the said railways and branch railways, 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 be deposited for public inspection at the respective offices of the Clerks of the Peace following, that is to say, at the office of the Clerk of the Peace for the county of Gloucester, at Gloucester; at the office of the Clerk of the Peace for the county of Wilts, at Wilton; at the office of the Clerk of the Peace for the county of Hants otherwise Southampton, at Winchester; at the office of the Clerk of the Peace for the county of Dorset, at Sherborne; and at the office of the Clerk of the Peace for the town and county of Poole, at Poole; 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 railways and branch railways, any or either of them, will pass or be situated, will be deposited with the parish clerk of each such parish.

And notice is hereby further given, that it is intended to apply for powers in the said Bill or Bills, to incorporate a company or companies for the purpose of constructing the said railways and branch railways, and also for powers for the compulsory purchase of lands and houses required to be taken for the purpose thereof, and to vary or extinguish all rights and privileges in any manner connected with such lands and houses, and also to levy tolls, rates, or duties upon or in respect of the said railways and branch railways, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.—Dated this seventh day of November 1845.

Edmund Taverner, 9, New
Broad-street, London, } Joint Solicitors
Hodding, Hodding, and } for the Bill.
Townsend, Salisbury,

Exeter and Exmouth 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 and branch railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith; that is to say, a line of railway to commence at or near the Exeter City Gaol, in the parish of Saint David, in the county of the city of Exeter, and to terminate at or near certain buildings commonly called or known by the name of Langsford's Cottages, in the town of Exmouth, in the parish of Withercombe Rawleigh, in the county of Devon; and also an extension, or branch, commencing from and out of the said line of railway, at or near a field commonly called or known by the name of Little Close otherwise Coronation Field, in the town of Topsham and parish of Topsham, in the county of Devon, and terminating at or near a certain Quay, called or commonly known by the name of Parker's Quay, and which said Quay is bounded on the northern side by the Topsham Ferry causeway, in the said parish of Topsham, in the same county; together with such quays, wharfs, landing-places, and other works in or on the bed, bank, or shore of the river Exe, or sides thereof, in the said parish of Topsham, at the terminus of the said branch railway there, as may be necessary for the more conveniently using the said railway, and for facilitating the shipping and unshipping of passengers, goods, wares, and merchandize; which said railway, branch 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 David and Saint Sidwell, in the county of the city of Exeter; Saint David, Heavitree, Matford, East Wonford, South Wonford, Higher Wear, Lower Wear, Saint Mary's Clyst otherwise Clyst Saint Mary, Topsham, Saint George's Clyst otherwise Clyst Saint George, Ebford, Woodbury, Lympstone,

Nutwell, Exton, the beds or shores of the river Exe, and river Clyst, Withycombe Rawleigh, Littleham otherwise Littleham and Exmouth, in the county of Devon.

And it is intended to apply for powers to make lateral deviations from the lines 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, streets, and other highways, streams, 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 railways 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 the city of Exeter, at his office in the said city; and also with the Clerk of the Peace for the county of Devon, at his office at the Castle at Exeter, in the same county, on or before the thirtieth day of November, one thousand eight hundred and forty-five, 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; 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.

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, to the intended Exeter, Yeovil, and Dorchester Railway Company, or any other railway company or companies now, or hereafter to be incorporated, with whose line the said intended railway from Exeter to Exmouth, may unite; and to delegate to the said company or companies the execution of all or any of the powers of the said intended Bill or Bills; and to authorize the said Exeter, Yeovil, and Dorchester Railway Company, or other company or companies as aforesaid, 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, or any part thereof, or 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 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 mutually agreed upon by and between the said companies.

And it is further proposed, by the said Bill or Bills, to authorize the union and amalgamation of the said intended Exeter and Exmouth Railway Company, with the said Exeter, Yeovil, and Dorchester Railway Company, or other company or companies as aforesaid, 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, and generally to carry into effect such arrangements and agreements, with reference to all or any of the objects aforesaid, as may be mutually agreed upon.

Dated this first day of November 1845.

John Daw, } Exeter, } Solicitors.
John Bradford Ellicombe, }
John Trenchard, Exmouth, }

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the two after-mentioned Acts, one thereof passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining a Railway from Wadebridge, in the parish of Saint Brooke, to Wenford-bridge Saint Breward, with a collateral branch to the borough of Bodmin, and certain other branches, all in the county of Cornwall;" and the other of the said Acts, passed in the second and third years of the reign of His said late Majesty King William the Fourth; intituled "An Act for making and maintaining a Railway from Wadebridge, in the parish of Saint Brooke, to Wenford-bridge, Saint Breward, with a collateral branch to the borough of Bodmin, and certain other branches, all in the county of Cornwall;" or to repeal the said Act, and to make other provisions in lieu thereof, and to enable the Bodmin and Wadebridge Railway Company, incorporated by the firstly hereinbefore-mentioned Act, to make and maintain the following extension line or lines of railway, with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say; an extension line of railway to commence at or near the present terminus of the said Bodmin and Wadebridge Railway, in the parish of Saint Brooke, in the said county of Cornwall; and to terminate at or near a certain place called Hawkers-cove, in the parish of Padstow, or in a field at or near a certain place called Dinas-cove, in the said parish of Padstow, in the said county of Cornwall, and which said extension line of railway will pass from, through, or into

the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Saint Brooke, Saint Issey, Little Petherick, Padstow, the haven of Padstow and the beds and shores thereof, and Little Petherick-creek, and Pinxon-cove, and Dinas-cove, and other creeks connected with Padstow Haven aforesaid, and the beds and shores thereof, respectively, all in the said county of Cornwall; also another extension line of railway, commencing at or near the terminus of the Bodmin branch of the said Bodmin and Wadebridge Railway, in the parish of Bodmin, and the borough of Bodmin, or one of them, in the county of Cornwall, and to terminate on the shores of Sutton Pool, at or near Jory-street, in the parishes of Saint Charles and Saint Andrew, Plymouth, or one of them, in the county of Devon, and which said extension line of railway will pass from, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, the parish of Bodmin, the town and borough of Bodmin, Cardinham, Lanhydrock, Saint Neot, Saint Winnow, Broad oak, Warteggan, Saint Cleer, Saint Pinnock, Liskeard, town and borough of Liskeard, Menheniott, Quethiock, Saint Ive, Altarnun otherwise Altoner Lewannick, North-hill, Linkinhorne, South-hill, Stoke Climsland, Callington, Calstock, Saint Dominic, Saint Mellon, Pillaton, Landrake, Saint Erney, Saint Germans, Botusfleming, Landulph, Morwellham-creek, and the beds and shores thereof, Saint Stephens by Saltash, borough of Saltash, Saint Budeaux, Sheviok otherwise Cheviok, the bed and shores of the Lynher-river and Lynher-creek, the bed and shores of Saint German's-creek, Polbathack-creek, Sheviok-creek, and other creeks connected with the Lynher-river, Antony otherwise Anthony Saint Jacob otherwise Antony-in-the-East, Antony-creek, and the bed and shores thereof, Saint John's and Saint John's and Trevo-creeks, and the beds and shores thereof respectively, Milbrook and Torpoint, in the county of Cornwall; the river Tamar and the bed and shores thereof, or sea-shore, in the counties of Cornwall and Devon, and Pennycross otherwise Pennycomequick, Stoke Damerel, Saint Budeaux, Tamerton Foliot, Tamerton-lake, and the bed and shores thereof; Beer Ferrers otherwise Beer Ferris, Beer Alston, Buckland Monachorum, Bickleigh, Egg Buckland, Stonchouse, East Stonehouse, Devonport, Saint Andrew (Plymouth), Charles, Compton, Gifford, Plymouth, town and borough of Plymouth, in the county of Devon.

And notice is hereby also given, that it is intended to take powers in the said Act or Acts to make certain alterations in the width and direction and levels of the said Bodmin and Wadebridge Railway, and the several branches thereof, or part or parts thereof within the parishes, townships, and extra-parochial places of Saint Brooke, Egloshayle, Bodmin, borough of Bodmin, Pendewey and Dunmeer, Berrycombe, Helland, Blisland, and Simonward otherwise Saint Breward, 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 it is proposed, by the said intended Act or Acts, to authorize and empower the said Bodmin and Wadebridge Railway Company to raise a further sum of money by the creation of new shares or otherwise, as may be deemed most advisable.

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

And it is further intended, by the said intended Act or Acts, to enable the said Bodmin and Wadebridge Railway Company, and the company of proprietors of the Liskeard and Caradon Railway, and the company of proprietors of the Liskeard and Looe Union Canal, to enter respectively into, and carry into effect such mutual arrangements as to them may seem expedient, for the sale or for the letting of the said last-mentioned railway and canal, or either of them, or of the tolls and duties payable in respect thereof, and of all or any of the powers of either of the said last-mentioned companies of proprietors in relation to the said railway or canal; or either of them, to the said Bodmin and Wadebridge Railway Company, and for adapting the said last-mentioned railway and canal, or either of them, to the purposes of the said Bodmin and Wadebridge Railway Company, and with such objects as last aforesaid, it is proposed to alter, amend, and enlarge, so far as it may be necessary; the powers and provisions of the following Act relating to the said Liskeard and Caradon Railway Company, that is to say, an Act passed in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act for making a railway from Lamellion Bridge in the parish of Liskeard, to Tokenbury-corner, in the parish of Linkinhorne, with a branch railway from Crow-nest to Cheesowring, all in the county of Cornwall." Also to alter, amend, and enlarge the powers and provisions of the following Act relating to the Liskeard and Looe Union Canal Company, that is to say, an Act passed in the sixth year of the reign of His late Majesty King George the Fourth, intituled "An Act for making and maintaining a navigable canal from Tarras Pill, in the parish of Duloe, in the county of Cornwall, to or near Moorswater, in the parish of Liskeard, in the said county, and for making several roads to communicate therewith.

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 Cornwall,

at his office at Saint Austell, in the said county of Cornwall; and with the Clerk of the Peace for the county of Devon, at his office at the Castle at Exeter, in the said county of Devon, and with the Clerk of the Peace for the borough and town of Plymouth, at his office at Plymouth aforesaid, 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, by 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 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 Bodmin and Wadebridge Railway Company to let on lease, sell, or transfer the said Bodmin and Wadebridge Railway, and also the intended railway or railways, works, or any of them, or any part of the same, or the tolls thereof, or of any part or parts thereof, to the Cornwall and Devon Central Railway Company, or to any railway company or companies now or hereafter to be incorporated, and to delegate to the said Cornwall and Devon Central Railway Company, or to such company or companies as aforesaid, the execution of all or any of the powers of the Acts relating to the said Bodmin and Wadebridge Railway Company, or of all or any of the powers of the said intended Act or Acts, and to authorize the said Cornwall and Devon Central Railway Company, or such other company or companies, either jointly or severally, to take shares in and subscribe for or towards the enlarging, maintaining, working, and using the said Bodmin and Wadebridge Railway, or the making, maintaining, working, and using the said intended railway or railways and works, or any part or parts thereof, or to purchase, rent, work, or construct the same, 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.

And it is further proposed, by the said Act or Acts, to authorize the union and amalgamation of the said companies, or all 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 Bodmin and Wadebridge Railway, and the said proposed extension railway or railways and works, and to take tolls in respect

thereof, and for all or any of the objects aforesaid, to alter, amend, and enlarge the powers and provisions of the hereinbefore-mentioned Acts relating to the Bodmin and Wadebridge Railway.

And it is also proposed by the said intended Act or Acts, to authorize and empower the Bodmin and Wadebridge Railway Company to advance on loan at interest to the commissioners appointed under or by virtue of a certain Act of Parliament, made and passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for regulatin, maintaining, and improving the port of Padstow, in the county of Cornwall, and the navigable parts of the river Camel or Allen, in the same county, any sum of money not exceeding thirty thousand pounds, to be laid out and expended by the said commissioners in the improvement of the said harbour of Padstow, by virtue of the powers vested in them by the said last-mentioned Act.—Dated this eighth day of November 1845.

*Johnston, Farquhar, and Leech, London,
Bill and Tilly, Falmouth.*

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 altering, enlarging, reviving, extending, and amending the powers and provisions of an Act passed in the session of Parliament, held in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act for removing the Corn, Hay, and Cattle Markets of the Town of Sheffield, in the west riding of the county of York; for erecting a corn exchange and improving the market-places, and regulating the fairs and markets of the said town, and erecting a bridge there over the river Dun," or for repealing the said Act, and making other and more effectual provisions in lieu thereof, and for enlarging and improving and regulating the said markets and market-places, or some of them, and for establishing and erecting new and additional markets and market-places in the said town of Sheffield.

And notice is hereby further given, that it is the intention of the Most Noble Henry Charles Duke of Norfolk, the party applying for leave to bring in the said Bill; to apply for powers for the compulsory purchase of lands and houses in the township of Sheffield, in the parish of Sheffield aforesaid, for the purposes of the said undertaking, and to vary or extinguish all rights and privileges therein, which would in any manner interfere with the objects of the said Bill, and also to apply for powers to levy tolls, rents, rates, duties, and charges for and in respect of the markets and market-places, so to be established and erected, and for altering the existing tolls, rents, rates, duties, and charges, and to confer, vary, and extinguish exemptions from tolls, rents, rates, duties, and charges, and other rights and privileges.—Dated this sixth day of November 1845.

Wm. Wake, Solicitor, Sheffield.

Essex and Suffolk Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for making and maintaining certain lines of railway, with all proper works and convenient stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, one line of the said railways to commence in the parish of Saint Peter, in the town and borough of Thetford, or the parish of Kilverstone, both in the county of Norfolk, or one of them, by a junction or junctions at one or more points, with the line of the Norfolk Railway, at or near where the public-road from Thetford to Croxton crosses the said line of railway, and to terminate in or near the parish of Cresing or Cressing, in the county of Essex, together with a branch railway out of the said main line of railway, to commence in the parish of Long Melford, in the county of Suffolk, at or near the turnpike gate on the road leading from Sudbury to Melford, and to terminate at or near the Bailey, in Clare, in the parish of Clare, in the said county of Suffolk; which said railway and branch will pass and be made from, in, through, and into the following parishes, townships, townlands, and extra-parochial and other places following (that is to say), the town and borough of Thetford, Saint Peter, and Saint Nicholas, in the town and borough of Thetford, Saint Mary and Saint Cuthbert in the town and borough of Thetford, Kilverstone otherwise Kilverston, extra-parochial lands called Great Snarehill and Little Snarehill, and Rushford, all in the county of Norfolk; Saint Mary and Saint Cuthbert in the town and borough of Thetford, the town and borough of Thetford lands intercommon 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 George otherwise Barnham Saint Martin; Barnham otherwise Barnham Saint Gregory otherwise Barnham Saint George otherwise Barnham Saint Martin, Culford, Elvedon otherwise Eldon, Wordwell, Ampton, Ingham, Timworth, Fornham Genesis otherwise Fornham Saint Genevieve, Fornham All Saints, Fornham Saint Martin, Great Barton, Saint Saviour, Bury Saint Edmunds, Saint John Bury Saint Edmunds, Saint James Bury Saint Edmunds, Saint Mary and Saint Peter Bury Saint Edmunds, and the borough of Bury Saint Edmunds, Guildhall-Feoffment Lands in the borough of Bury Saint Edmunds, Rushbrooke Charity Lands in the parish of Saint Mary in the borough of Bury Saint Edmunds, Rushbrook otherwise Rushbrooke, Rougham, Nowton, Horsecroft, Little and Great Welnetham, Sicklesmere, Bradfield Combust, Stanningfield or Stanfield, Bradfield Saint Clare, Bradfield Saint George, Cockfield otherwise Cockfield, Lawshall otherwise Lawshill, Alpheaton otherwise Alpheton, Lavenham otherwise Lanhams, the old town lands estate, Preston, Thorpe Morieux otherwise Thorp Morieux, Acton, extra-parochial lands called Saint Bartholomew's, Long

Melford, Glensford otherwise Glensford, Cavendish, Milefield, Clare, Chilton; the town and borough of Sudbury, Saint Peter in the town and borough of Sudbury, Saint Gregory, and Saint Bartholomew or Saint Bartholomew's Priory, in the town and borough of Sudbury; All Saints, in the town and borough of Sudbury; Chilton, Great Cornard otherwise Cornerd Magna, Little Cornard otherwise Cornerd Parva, all in the county of Suffolk; Liston otherwise Lyston, Borley, Foxearth otherwise Foxheard, Pentlow, Belchamp Saint Paul's, Ballingdon otherwise Ballington cum Brundon, Middleton otherwise Mydleton, Bulmer, Great Henny otherwise Great Henney, Little Henny otherwise Little Henney, Twinstead otherwise Twinstead, Wickham, Saint Paul, Gestingthorpe otherwise Gestingthorp, Little Maplestead otherwise Maplested Parva, Great Maplestead otherwise Maplested Magna, Pebmarsh otherwise Pedmarsh, Halstead otherwise Halsted, the Holy Trinity in Halstead or Halsted Gosfield otherwise Gosfield, Stisted otherwise Stistead, Bocking, Braintree, Black Notley otherwise Black Noteley, White Notley otherwise White Noteley, and Cresing or Cressing, all in the county of Essex; also another line of railway, to commence in the said parish of Cresing or Cressing, in the said county of Essex, by a junction with and to form a continuation of the first-described line of railway, and which will cross the line of the Eastern Counties Railway at or near Toppingoe Hall, and terminate at or near the public road leading from Maldon to Heybridge, in the parish of Saint Peter in the town and borough of Maldon, in the said county of Essex, together with a branch railway to commence from the said last-mentioned line of railway at or near Pottage-pot Hall, in the parish of Terling or Hatfield Peverel, or one of them, in the said county of Essex, and to terminate by a junction with the line of the Eastern Counties Railway at or near Porter's Farm, in the parish of Boreham, in the said county of Essex; which said last-mentioned line of railway and branch is intended to pass, and be made from, through, or into the several parishes, townships, and extra-parochial places following, that is to say; Cresing or Cressing, Braintree, Black Notley otherwise Black Noteley, White Notley otherwise White Noteley, Fairstead otherwise Fairsted, Terling, Hatfield Peverel otherwise Hatfield Peverell otherwise Hatfield Peveral, Hatfield Green, Boreham, Ulting, Woodham Water otherwise Woodham Walter, Langford otherwise Longford, Heybridge, and Saint Peter, in the town and borough of Maldon, all in the county of Essex; also another line of railway, to commence in the parish of Cresing or Cressing, aforesaid, by a junction with and to form a continuation of the said first-mentioned line of railway, and to terminate in the parish of Springfield or Chelmsford, or one of them, in the county of Essex, by a junction with the line of the Eastern Counties Railway, near where the said line crosses the river Chelmer; which said line of railway will pass through, in, or into the several parishes, townships, and extra-parochial places following, that is to

say: Cresing or Crossing, Braintree, Black Notley otherwise Black Noteley, White Notley otherwise White Noteley, and Fairstead otherwise Fairsted aforesaid, Little Leighs otherwise Leighs Parva with Leighs Priory, Great Leighs otherwise Leighs Magna, Chatley, Great Waltham otherwise Waltham Magna, Little Waltham otherwise Waltham Parva, Broomfield otherwise Bromfield Boreham, Springfield otherwise Springfield Richards, Chelmsford and Moulsham, all in the county of Essex.

And it is also intended, by such Act or Acts, to take power to cross, alter, or divert, or to stop up, whether temporarily or permanently, the river Stour or Stower, in the borough of Sudbury, in the county of Suffolk, and in the parishes of Great Cornard otherwise Cornard Magna, Middleton, Chilton, and Ballingdon otherwise Ballington cum Brundon aforesaid, in the county of Essex, or some or one of them; and also all turnpike and other roads, streets, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, townlands, and extra-parochial or other places, or any of them, which it may be necessary to alter, divert, or stop up, for the purposes 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, houses, and premises 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 or companies for the purpose of carrying into effect the said intended railways, branch railways and works, and to take powers for the purchase of land and houses, by compulsion or agreement, for the purposes thereof, and all rights and interests therein, and for levying tolls, rates, and duties in respect of the use thereof, 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 duplicate maps or plans, and sections of the same intended railways, branches, and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham, in the same county; with the Clerk of the Peace for the county of Suffolk, at his office in Bury Saint Edmunds, in the same county; with the Clerk of the Peace for the county of Essex, at his office in the town of Chelmsford, in the same county; and that a copy of so much of the same maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, or branches 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.

And it is proposed, by the said Act or Acts, 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, to the Norfolk Railway Company or the Eastern Counties Railway Company, or any other railway company or companies, or persons with whose line the said intended railways and works may unite; and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with either of the companies specifically named as aforesaid, or any such other companies or persons aforesaid, in any manner relating to the said intended railways and works, and the traffic thereof; and to delegate to the said Norfolk Railway Company, the Eastern Counties Railway Company, or such other company or companies, or persons as aforesaid, the execution of all or any of the powers of the said intended Act or Acts; and to authorize the said companies specifically named, 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 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 Act or Acts, to authorize the union and amalgamation of the company or companies hereby proposed to be incorporated, or the subscribers to the said undertaking, with any such companies as aforesaid, 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; 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 several Acts relating to the said Norfolk Railway Company, passed respectively in the following sessions of Parliament, that is to say;

- 7 & 8 Vic. Cap. XV. local and personal;
- 8 & 9 Vic. Cap. CLIV. local and personal;

and also the several Acts relating to the Eastern Counties Railway Company, passed in the following Sessions of Parliament, that is to say;

- 6 & 7 Wm. IV. Cap. CVI. local and personal;
- 1 & 2 Vic. Cap. LXXXI. local and personal;
- 4 & 5 Vic. Cap. XIV. local and personal;
- 7 & 8 Vic. Cap. XX. local and personal;
- 7 & 8 Vic. Cap. LXXII. local and personal;
- 7 & 8 Vic. Cap. XIX. local and personal;

and to alter the tolls, rates, and duties, at present authorized to be collected and received upon the

said several last-mentioned railways, under or by virtue of such several and respective Acts, or some of them, and to confer certain exemptions from the payment of such several tolls, rates, and duties.—
Dated the 31st day of October 1845.

N. Stevens and Fearon,
1 Gray's-inn-square,
London.
Geo. Willm. Andrews,
Sudbury. } Solicitors.

North Union, Grand Junction, and Manchester and Leeds Railways.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for an Act or Acts of Parliament to alter, amend, explain, enlarge, and render more effectual, or to repeal the several Acts of Parliament relating to the North Union Railway Company, passed respectively in the fourth year of the reign of His late Majesty King William the Fourth, the first, the first and second, the third, and the fifth years of the reign of Her present Majesty, and in the last session of Parliament; also the several Acts of Parliament relating to the Grand Junction Railway Company, passed respectively in the third, the fourth, and the fifth years of the reign of His late Majesty King William the Fourth, and in the first and second, and the third years of the reign of Her present Majesty, and in the last session of Parliament; and also the several Acts of Parliament relating to the Manchester and Leeds Railway Company, passed respectively in the sixth and seventh, and the seventh years of the reign of His late Majesty King William the Fourth, and in the first, the second and third, the fourth and fifth, and the seventh and eighth years of the reign of Her present Majesty, and in the last session of Parliament.

And notice is hereby also given, that it is intended, by the said Act or Acts, or some or one of them, to enable the North Union Railway Company to demise and lease in perpetuity, or for a term of years, or otherwise to sell and dispose of and absolutely make over to and vest in the Grand Junction Railway Company and the Manchester and Leeds Railway Company, or in each or in either of them, the North Union Railway and works, or any of them or any part thereof, and all or any of the property and effects of the North Union Railway Company, and all or any of the rights, powers, and privileges belonging to the North Union Railway Company, or in connection therewith, or in relation thereto, in consideration of a yearly rent or sum, or an annuity or yearly rents or sums or annuities, or for other valuable consideration, and to enable the Grand Junction Railway Company and the Manchester and Leeds Railway Company, either jointly and each or either of them separately, to accept and take such lease, or to purchase and accept the said North Union Railway and works, and other property and effects, together with the said powers, rights, and privileges, and to work, use, exercise, and enjoy the

same, and all and every or any of them, or any part thereof respectively, either jointly or separately, or part thereof jointly and part thereof separately, and to enable the said Grand Junction Railway Company and Manchester and Leeds Railway Company jointly, or each or either of them separately, to secure the payment of, and to pay the said yearly rent or sum or annuity, or yearly rents or sums or annuities, or other consideration, or any part or parts thereof, to the said North Union Railway Company, or to the respective proprietors of the consolidated stock thereof, and to amalgamate and consolidate the North Union Railway Company, and the capital, stock, property, and effects thereof, with and into the Grand Junction Railway Company and the Manchester and Leeds Railway Company, or either of them; or to unite and consolidate the North Union Railway Company, the Grand Junction Railway Company, and the Manchester and Leeds Railway Company, and the respective capital, stock, shares, property, and effects of the said three companies, so far as may be necessary for the purpose of effecting the amalgamation and consolidation of the said North Union Railway Company, or lease or sale of the said North Union Railway and works, property and effects, with or to the Grand Junction Railway Company, and Manchester and Leeds Railway Company, and to vest in one company all the said capital, stock, shares, property, and effects, and all the powers and privileges now vested in the said three companies, so far as may be necessary for such purpose as last hereinbefore mentioned; and to authorize the incorporation of a new company for the purposes above mentioned, and to disincorporate and dissolve the North Union Railway Company, and to alter and vary the rates, tolls, and duties at present demandable or recoverable for the use of the said North Union Railway, or any part thereof; and to enable the said Grand Junction Railway Company and the Manchester and Leeds Railway Company, and each or either of them, or the said consolidated company, to levy and receive the same or other rates, tolls, and duties in, or upon, and in respect of the North Union Railway, or any part thereof, and to confirm and legalize all contracts and agreement already adopted, or approved of, or acted upon, by or between the North Union Railway Company, and the Grand Junction Railway Company, and Manchester and Leeds Railway Company, or either of them, or the directors of the said companies respectively, and any other contracts or agreements which may hereafter be made and executed, or be adopted, or approved of, or acted upon, by or between the North Union Railway Company, or the directors thereof, and the Grand Junction Railway Company and Manchester and Leeds Railway Company, or either of them, or the directors thereof, or of either of them; and to extend and make applicable to the said consolidated company and to the said North Union Railway Company, and all the works and property, matters and things appertaining thereto, or connected therewith, all or any of the powers and provisions of the several Acts of Parliament re-

lating to the Grand Junction Railway and the Manchester and Leeds Railway, or to each or either of them.

Dated this first day of November 1845.

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

Leeds and Bradford 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, landing places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at, in, or near the borough, town, or parish of Leeds, in the west riding of the county of York, and to terminate at, in, or near the borough or town of Bradford, in the said west riding of the county of York, 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; Leeds, Holbeck, Wortley, Lower Wortley, Armley, Bramley, Farnley, Staningley, Haugh otherwise Hiff-end, Pudsey, Pudsey Low Town, Pudsey Chapel Town, Fulneck, Tyersall, Calverley, Tong, Birstal, Bowling, and Bradford, all in the said west riding of the county of York.

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 navigation, 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 borough, town, or parish of Leeds, in the said west riding of the county of York, at his office at the said borough or town of Leeds, in the said west riding and county; and with the Clerk of the Peace for the west riding of the said county of York, at his office at Wakefield, in the said west riding and county; and with the Town Clerk and Clerk of the Peace for the said borough or town of Bradford, in the said county of York, at his office at the said borough or town of Bradford aforesaid, on or before the thirtieth day of November, one thousand eight hundred and forty-five; 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 to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls, to any railway or other company or companies, or persons with whose line the said intended railway or works may unite, and to delegate to 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 such other company or companies, or persons as aforesaid, to purchase, rent, work, or construct the said intended railway 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.

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 tenth day of November 1845.

Newbon and Evans, 1, Wardrobe-place,
Doctors' Commons, London, Solicitors
for the Bill.

Norfolk Railway (Wells Branches).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts under which it is proposed to empower the Norfolk Railway Company to make and maintain the branch railways hereinafter-mentioned, or some part or parts thereof, with all proper works and conveniences connected therewith, that is to say; a branch railway, commencing by a junction with the Dereham branch of the said Norfolk Railway, in the parishes of Yaxham and Westfield, or one of them, both in the county of Norfolk aforesaid, and terminating in or near the town of Wells, in the parish of Wells next the Sea, in the same county, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places, or some of them, following, that is to say;

Yaxham, Westfield, East Dereham otherwise Market Dereham, Scarning, Dillington, Gressenhall, Hoe, Great Bittering, Little Bittering, Beetley, Swanton Morley, Worthing, North Elmham, Billingford, Bintry, Gately, Twyford, Guist otherwise Geist, Colkirk, Stibbard, Great Ryburgh, Little Ryburgh, Pensthorpe, Testerton, Pudding Norton, Kettlestone, Althorpe, Shereford, Toft Trees, Fakenham otherwise Fakenham Lancaster, Hempton, Sculthorp otherwise Scoulthorpe, Thorpland, Little Snoring, Great Snoring, East Barsham otherwise East Basham, West Barsham otherwise West Basham, North Barsham otherwise North Basham, Houghton in the Dale otherwise Houghton next Walsingham, New Walsingham otherwise Little Walsingham, Old Walsingham otherwise Great Walsingham, Wighton, Warham Saint Mary the Virgin, Warham All Saints, and Warham Saint Mary Magdalen, Binham, Stiffkey, Holkham, and Wells next the Sea, all in the county of Norfolk; and also a branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the line of the last-mentioned proposed branch railway, in the parish of Wells next the Sea, and also in the parishes of Warham, Saint Mary the Virgin, and Saint Mary Magdalen, and Wells next the Sea, or some or one of them, all in the county of Norfolk, and terminating at or near the town of Blakeney, in the parish of Blakeney otherwise Snatterley, in the same county; and passing from, or through, or into the several parishes, townships, extra-parochial and other places, or some of them, following, that is to say, Wells next the Sea, Warham Saint Mary the Virgin, and Warham Saint Mary Magdalen, Warham All Saints, Stiffkey, Bingham, Cockthorpe, Morston, Langham, and Blakeney otherwise Snatterley, or some of them, in the county of Norfolk.

And it is also intended to take powers, by the said intended Act or Acts, to stop up, alter, or divert, temporarily or permanently, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, all such turnpike roads, highways, canals, rivers, and railways, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, or using the said intended branch railways and works, respectively.

And it is further intended, by the said Act or Acts, to take powers to purchase, by compulsion or otherwise, lands and houses for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands or houses, or which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and also to levy tolls, rates, or duties for or in respect of the said intended branch railways and other works respectively, and to grant certain exemptions from the payment of such tolls, rates, or duties.

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 following, that is to say, an Act, passed in the seventh and eighth years of the reign of Her pre-

sent Majesty, intituled "An Act for making a railway from Norwich to Brandon, with a branch to Thetford;" another Act, passed in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for the consolidation of the Yarmouth and Norwich and Norwich and Brandon Railway Companies, and for authorizing the construction of certain works, at Norwich, in connexion with the Yarmouth and Norwich Railway;" and another Act, passed in the said last-mentioned years of the reign of Her present Majesty, intituled "An Act for altering the line of the Norwich and Brandon Railway, and for making a branch therefrom to East Dereham, in the county of Norfolk." And also to enable the said Norfolk Railway Company to raise additional capital.

And notice is hereby further given, that plans and sections, describing the lines and levels of the said proposed branch railways 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 reputed owners and lessees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham; and a copy of so much of the said plans, sections, and books of reference as relate to each of the parishes in or through which the proposed branch railways respectively will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes respectively, at their respective residences.—Dated the sixth day of November 1845.

Parker, Hayes, Barnwell, and Twisden,
Solicitors, 1, Lincoln's-inn-fields.

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 following; with all proper works and conveniences connected therewith (that is to say), a railway commencing at, in, or near the borough of Boston, in the parts of Holland, in the county of Lincoln, and terminating at, in, or near the city of Lincoln and county of the same city; which said intended railway and works, and conveniences connected therewith, is or are intended to be made and maintained from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them (that is to say), Boston, Boston West, Wyberton, Wyberton fen, Brothertoft, Fosdyke, Fosdyke fen, Pelham's Lands, North, Forty-foot drain and banks, Kirton, Kirton fen, Sutterton fen, Hart's grounds, the ancient bed of the river Witham, Chapel hill, Swineshead, Holland fen, Dogdyke, North Gowt, Wildmore corner, Langrick ferry otherwise Langret ferry, Langrick Ville otherwise Langrивille, Terry booth, Reedpoint and Old Marsh, in the parts of Holland in the county of Lincoln; Coningsby, Langrickville otherwise Langrивille, Langrick ferry otherwise Langret ferry, Langrick, North Gowt, Wildmere Corner, Fen Corner,

and the ancient bed of the river Witham, in the parts of Lindsey, in the county of Lincoln; Kyne Eau, South Kyme, North Kyme, North Kyme fen, Dogdyke, Billingham Dales, Billingham fen, Walcot, Walcot fen, Billingham, Thorpe Tilney otherwise Thorpe Timberland otherwise Timberland Thorpe, Thorpe Tilney fen, Martin, Martin fen, Timberland, Timberland fen, Timberland Dales, Linwood, Linwood fen, Blankney, Blankney fen, Metheringham, Metheringham fen, Dunston, Dunston fen, Nocton, Nocton fen, Hare booths, Hanworth booths, Potter Hanworth, Potter Hanworth fen, Meer Oak Wood, Branston booths, Branston with Long hills, Branston, Branston fen, Heighington, Washingborough, Washingborough fen, Canwick, the Fossdyke Navigation, and Canwick common, in the parts of Kesteven, in the county of Lincoln; the Foss Dyke Navigation, Canwick common Canwick, Branston, Branston booths, Branston fen, Saint Swithin, Saint Benedict, Saint Botolph, Saint Mary-le-Wigford, Saint Peter-at-Gowts, and Saint Mark, in the city of Lincoln and county of the same city.

And it is further proposed, by the said intended Act or Acts, to enable the company thereby to be incorporated to sell or let, or transfer the said intended railway and works, or any part thereof, and all or any of the powers of the said company in connexion therewith, whether with reference to the levying of tolls, rates, and duties, or otherwise, to any company or companies willing and desirous to purchase or rent the same, and to authorize such other company or companies to purchase, rent, and use the same, and to exercise such powers, or any of them; and also to enable the said company so to be incorporated to purchase or rent all or any part of any other railway or railways and works to be connected with the said intended undertaking, or any part thereof, which it may be considered, expedient to purchase or rent, and generally to enable such company so to be incorporated, and such other company or companies to enter into and carry into effect such further and other arrangements and agreements, either jointly and severally, and either mutually or with any other parties in reference to the said undertaking, as may be expedient and proper.

And it is also intended, by the said Act or Acts, to incorporate a company to carry into execution the said undertaking, and all the 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 works and conveniences connected therewith, 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, 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 any of the purposes aforesaid, and to confer other rights and privileges; and to obtain powers to deviate in the construction of the

said intended railway, works, and conveniences to such an extent as will be shown in the plans thereof, to be deposited as after 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, or some of them, all such streets, highways, and turnpike or other roads, railways, passages, rivers, canals, brooks, sewers, streams, or waters and watercourses, as it may be necessary and expedient to cross, alter, divert, stop, or shut up for the purpose of making, maintaining, and using the said intended railway, works, and conveniences.

And notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway and works and conveniences, and the lands in or through which they are to be made and maintained, together with books of reference to such plans respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited, for public inspection, on or before the thirtieth day of November one thousand eight hundred and forty-five, with the Clerk of the Peace for the parts of Holland, in the county of Lincoln, at his office at Spalding, in the said parts of Holland, in the said county of Lincoln; and with the Clerk of the Peace for the parts of Lindsey, in the said county of Lincoln, at his office at Spilsby, in the said parts of Lindsey, in the said county of Lincoln; and with the Clerk of the Peace for the parts of Kesteven, in the said county of Lincoln, at his office at Sleaford, in the said parts of Kesteven, in the said county of Lincoln; and with the Clerk of the Peace for the city of Lincoln and county of the same city, at his office in the same city; and that a copy of so much of the said plans, sections, and books of reference respectively, as respectively relates to each of the parishes from, in, through, or into which the said intended railway and other works and conveniences are intended to be made and maintained, will be deposited also, for public inspection, on or before the thirty-first day of December one thousand eight hundred and forty-five, with the parish clerks of each of the said parishes respectively, at the respective residences of such parish clerks.—Dated the 1st day of November 1845.

Johnston, Farquhar, and Leach, 65, Moor-gate-street, London.

Johnson, Sturton, and Key, Holbeach.
Edward Lane Swatman, King's Lynn.

Shrewsbury and Hereford Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorise the construction and maintenance of a railway or railways as hereinafter described, or some part or parts thereof respectively, with all proper works, approaches, and conveniences connected therewith respectively, that is to say, a railway com-

mencing at or near certain lands called the Priors, lying at the foot of Aylestone-hill, in the parishes of Saint Peter the Great, Saint John otherwise Saint John the Baptist, and All Saints, or some or one of them, in the city of Hereford, and liberties of the same city, and terminating either at or near the Abbey Church, in the parish of Holy Cross and Saint Giles, otherwise called the Abbey parish, in the county of Salop, or terminating by a junction with the proposed Shrewsbury, Oswestry, and Chester Railway, in or near the borough of Shrewsbury, in the county of Salop, and in some or one of the hereinafter-mentioned parishes or townships in the said county of Salop.

Also a branch railway, or railway in extension of the said last mentioned railway, commencing at or near the Abbey church, in the parish of Holy Cross and St. Giles otherwise called the Abbey parish aforesaid, and terminating at or near the town of Wem, in the parish of Wem, in the said county of Salop; which said first 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, and some of them (that is to say), Saint Owen, Saint Peter, All Saints, Saint Martin, Saint Nicholas, and the Vineyard, in the city or liberties of the city of Hereford; Saint John otherwise Saint John the Baptist, Holmer, Huntington, Hampton Bishop, and Tupsley, partly in the city or liberties of the city, and partly in the county of Hereford; Shelwick, Pipe and Lyde, Withington, Lugwardine, Burghhill, Tillington, Sutton Saint Nicholas, Sutton Saint Michael, Moreton on Lug, parish and township of Marden, Wisteston, Vern, Vauld, Fromanton, Amberley, Sutton Freene, Wellington, Dinmore, Bodenham, Marsh Maund, Maund Bryan, the Moor, Bowley and Bodenham, Hope under Dinmore, Hope Hampton, Winsley, Newton, Croft, chapelry or parish of Ford, parish and township of Stoke Prior; Wickton, parish and borough of Leominster, out parish of Leominster, chapelry of Saint John's, Ivington, Brierley and Broadward, Wharton, Ivington, Newtown, Stagbatch and Cholstrey, Eaton Hennor and Stretford, parish and township of Kimbolton, Stockton, Eyton, Eye, Luston, Eye Ashton and Moreton, parish and township of Yarpole, Bircher, Orleton, and Brimfield, in the county of Hereford; Ashford Carbonel, parish and township of Caynham, Bennett's-end, Ashford Bowdler, Overton, Wofferton, Batchcott and Moor, Sheet, and Steven-ton, in the county of Salop; Richard's Castle and Ludford in the county of Hereford; Richard's Castle and Ludford, in the counties of Hereford and Salop; Saint Lawrence Ludlow otherwise Ludlow, borough of Ludlow, Ludlow Castle otherwise the Castle of Ludlow, parish and township of Bromfield, Priors Halton, chapelry and township of Halford, Dinchope, Rye Felton and Burway, Clay Felton and Whitbach, Lady and Hill Halton, Staunton-Lacy otherwise Stanton Lacy, Wootton, Downton, Hopton, East Hamlets, West Hamlets, Lower Hayton, Upper Hayton, Rock and Henley otherwise Rocke,

parish and township of Onibury, Walton, parish and township of Culmington, Bache and Norton, Seifton, Burley otherwise Stone Burley, Stokesay, Stokesay and Newton, Whettleton otherwise Stokesay Newton and Wettleton, Aldon, Rowton and Broome, parish and township of Sibdon otherwise Sibdon Castle otherwise Sibdon Carwood, Sibdon Carwood with Halford, Wistanstow, Wistanstow and Woolston, Woolston, Felhampton, Strefford, Whittingslow, Longville otherwise Cheney Longville, Diddlebury, Westhope, parish and township of Acton Scott, Alceston otherwise Alceston, parish and township of Hope Bowdler, Hope Bowdler-hill, Chelmick, Ragdon, parish and township of Church Stretton, Comley, Botevyle, All Stretton, Little Stretton, Minton, Longmynd, parish and township of Smethcott, Cardington, Lydley's Hayes, Longnor, Frodesley, Lecbotwood, Woolstaston, parish and township of Stapleton, Netley, Shady-moor, Saint Chad (Shrewsbury,) Betton otherwise Little Betton otherwise Betton Strange, Alkmere, parish and township of Condover, Bayston, Lythwood, Great Lyth, Little Lyth, Westley, Dorrington, Great Ryton, Little Ryton, Chatford, Allfield, Wheathill, parish and township of Meole Brace, Pulley, Nobold, Sutton, Saint Julian Shrewsbury, Coleham, Holy Cross and Saint Giles Shrewsbury otherwise the Abbey Parish, Abbey Foregate, the borough of Shrewsbury, Saint Mary Shrewsbury, Saint Alkmund Shrewsbury, Saint Michael within the Castle of Shrewsbury, Castle Foregate, Ditherington, Old Heath, Hencott, Cotton, Cotton-hill, Uffington, and Pimley, all in the county of Salop; and which said secondly-mentioned intended branch railway or railways, 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, that is to say, Holy Cross and Saint Giles (Shrewsbury) otherwise the Abbey Parish, Abbey Foregate, the borough of Shrewsbury, Saint Mary (Shrewsbury), Saint Julian (Shrewsbury), Saint Alkmund (Shrewsbury), Saint Chad (Shrewsbury), Saint Michael within the Castle of Shrewsbury, Castle Foregate, Ditherington, Old-heath, Hencott, Cotton, Cotton-hill, Frankwell Shelton, Oxon, Shelton and Oxon, Rossall, Berwick, Great Berwick, Little Berwick, Alkmand Park, Newton, Uffington, Pimley, Sunderton, Sundorne, Haughtmond Demesne, Upton Magna, Upton, Downton, Harlescott, Battlefield, Albright-Hussey, Huffleys, Astley, The Plex, Albright-lee, Wollascott, Great Wollascott, Little Wollascott, Leaton, Fitz, Dunns-heath, Albrighton, Preston Gobalds, otherwise Preston Gubbalds, Merrington, Bomersheath, Pimhill, Baschurch, Yeaton, Walford, Fenemere, Middle Haston, Hardwick, Hadnall or Hádnull, Ease, Smethcote, Shotton, Hardwick, and Shotton, Alderton, Balderton, Newton-on-the-hill, Bilmars, Marton, Honleston, Grinshill, Yarton, Yoreton, Broughton, Clive, Sansaw, Shawbury, Acton Reynald, Besford, Muckleton, Edgebolton, Witheford, Great Witheford, Little Witheford, Ercal Magna, High Ercal, Ercal, Poynton, Haughton, Moreton Corbet, Preston Brockhurst, Stanton-upon-Hine-heath, Stanton, Booley, Moston, Harcourt, High

Hatton, Tilley-green, Tilley, Loppington, Lea Brockhurst, Nonely, Burlton, Sleaf, Aston, Trench, Tilley and Trench, Lacon, Lowe and Ditchcs, Horton, Cotton, Edstaston, Newtown, Northwood, Soulton, Wolverley, and Wem, in the county of Salop.

And it is also intended, by such Act or Acts, to take power to alter or divert all such turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within or adjoining to the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the said intended railway or railways and 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 proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways 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 or companies for the purpose of carrying into effect the said intended railway or railways and works, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes thereof respectively; and for levying tolls, rates, and duties in respect of the use of the said railway or railways and 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 or companies thereby to be incorporated to sell, or let, or transfer the said intended railway, or railways and works, or any of them, or any part or parts thereof, respectively, and all or any powers of such company or companies in connection therewith, or in relation thereto respectively, to the Great Western Railway Company, or to any company or companies which may be incorporated for the purpose of making a railway between Worcester and Porthdynllaen; and to enable such last-mentioned companies, or either of them, to purchase, or rent, or construct the said intended railway or railways and works, or any of them, or any part or parts 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 railway or railways and works, or any of them, and generally to enter into and carry into effect such arrangements, in reference thereto, as may be mutually agreed on between the said last-mentioned companies, or either of them, and the company or companies to be incorporated by such Act or Acts as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway

or railways and works, and of the lands proposed to be taken for the purposes thereof, together with 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 city of Hereford, at his office in the said city; with the Clerk of the Peace for the county of Hereford, at his office in the city of Hereford aforesaid; and with the Clerk of the Peace for the county of Salop, at his office in the borough of Shrewsbury aforesaid; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, or railways and works, are intended to be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, by and on behalf of the Hungerford Market Company, for leave to bring in a Bill for enlarging, extending, and altering the powers and provisions of an Act of Parliament, made and passed in the eleventh year of the reign of His late Majesty King George the Fourth, intituled "An Act to incorporate certain persons, to be called the Hungerford Market Company, for the re-establishment of a market for the sale of fish, poultry, and meat, and other articles of general consumption and use, and for other purposes," and particularly to enable the said Hungerford Market Company, incorporated by the said Act, to sell and absolutely dispose of and convey to any person or persons, body politic or corporate, whomsoever, all and every or any part or parts of the market, market-house, messuages, lands, hereditaments, and tenements, and other the property of or belonging to the said Hungerford Market Company, situate in or near the parish of Saint Martin in the Fields, in the county of Middlesex.

W. M. Fladgate, Solicitor for and on behalf of the Hungerford Market Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable a company or partnership, called 'Cameron's Coalbrook Steam Coal Company,' to sue and be sued, in the name of the chairman, or of any one of the directors, or of the secretary, for the time being of the said company; and to grant other powers, rights, and privileges to the said company or partnership.—Dated this seventh day of November 1845.

*Edward Merrick Elderton, } Solicitor to
3, Lothbury, } 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 the purpose of reclaiming from the sea, and for embanking, draining, inclosing, and improving a certain portion or tract of land, sea shore, or strand, in the bay of Morecambe, on the coast of Lancashire, extending to and being included in the limits following, that is to say; commencing from Humphrey Head, near Holywell, in the parish of Cartmel, in the county palatine of Lancaster, thence proceeding northwards along the coasts of Lancashire and Westmoreland to Ulpha Crag, on the northern shore of the river Kent, across the said river southward to the opposite shore, and thence along high-water mark to Hest-bank, in the township of Slyne otherwise Slyne with Hest, and thence across Morecambe-bay aforesaid to Humphrey Head aforesaid, which said tract of land, sea shore, or strand is situate within or abuts upon and is surrounded by the several parishes of Cartmel, Warton, and Bolton-le-Sands, in the county palatine of Lancaster; and the parishes of Beetham and Heversham, in the county of Westmoreland; also another portion or tract of the sea shore or strand, in Morecambe-bay aforesaid, being part of the Ulverston-sands, and included within the following limits, that is to say; commencing from the southernmost point of a park, called Old-park, in the parish of Cartmel aforesaid, and thence along the coast at high-water mark up to a farm-house, called Meen-house, in the said parish of Cartmel, thence in a direct south line across the sands to the opposite shore, thence along high-water mark to Plumpton-hall, in the parish of Ulverston aforesaid, and thence across the sands to the said southernmost point of Old-park aforesaid, which said tract of land, sea shore, or strand is situate within or abuts upon and is surrounded by the parishes of Cartmel and Ulverston, in the said county palatine of Lancaster; also another portion or tract of the sea shore or strand, in Morecambe-bay aforesaid, included within the following limits, that is to say; commencing from the southernmost point of Old-park aforesaid, along high-water-mark to a point on the Salt-marsh, near the end of the highway leading from Flockburgh to the sea shore, and thence across the Ulverston-sands to the southernmost point of Old-park aforesaid, and such other parts of the said sea shore and lands adjoining the several portions hereinbefore described, as may be comprised within the limits of deviation defined on the plans hereinafter mentioned.

And notice is also given, that it is intended to apply for powers, in the said Bill or Bills, to make a cut, canal, or navigation, to commence from a point on the Ulverston-sands aforesaid, at or near a farm-house, called Plumpton-hall, in the said parish of Ulverston, and thence in a direct line northwards into the said Ulverston-sands, nearly opposite to a farm-house, called Meen-house, and to pass through and into the several parishes, townships, and extra-parochial and other places following, that is to say; the sea shore and sands, known by the name of the Ulverston-sands, Ulverston Egton with Newland, Mansriggs, Osmotherly; and

Plumpton, or some of them, all in the said county palatine of Lancaster; and to divert into the said cut or canal the waters of the rivers Crake and Leven, Coulton-beck, Rusland-pool, and Quick-sand-pool, or some of them, and all other streams, rivers, pools, and waters which now flow over, upon, and across that part of the Ulverston-sands aforesaid, lying northwards of the termination of the cut or canal aforesaid; also another cut, canal, or navigation, to commence from the River Winster, at or near to the point of junction of the public road, leading from High Meathop, with the turnpike road from Ulverston to Kendal, in the parish of Cartmel aforesaid, to pass through the several parishes, townships, and extra-parochial places of Cartmel, Staveley, Cartmel Fell, Upper Allithwaite, Broughton, Broughton East, Beetham, Witherslack, Meathop, and Ulpha, or some of them, all in the county palatine of Lancaster, or the county of Westmoreland, and to open into the river Kent, at or near Ulpha Crag, in the parish of Beetham aforesaid; and it is intended to divert, through the said cut and canal, the water of the river Winster, and all other streams, rivers and waters, which may be intercepted by the said cut, into the river Kent, and thence by the other cuts and canals hereinafter mentioned into the sea; also another cut, canal, or navigation, to commence from the south side of the river Kent, opposite Ulpha Crag aforesaid, and the outlet of the last-mentioned cut, and to open into the river Keer, at or near a farm-house called the Cote Stones, at the present mouth of the said river, and to divert into the said cut, the river Kent, and also Leighton Beck, and all other streams which may be intercepted by the said cut; also, another cut, canal, or navigation, to commence on the southern side of the said river Keer, opposite to the outlet of the said last-mentioned cut, and to open into and upon the said Lancaster Sands, at or near a place called Hest Bank, which said two last-mentioned cuts will be made in, and pass through the several parishes, townships, and extra-parochial places following, that is to say; Beetham, Meathop, and Ulpha, Witherslack, Haverbrack, Arnside, Heversham, Milnthorpe, with Heversham, Warton, Silverdale, Yealand Redmayne, Yealand Conyers, Warton with Lindeth, Carnforth, Bolton-le-Sands, Nether Kellet, Over Kellet, Slyne otherwise Slyne with Hest, Hest Bank and the Seashore and Sands, called Lancaster Sands and Morecambe Bay, or some of them, all in the county palatine of Lancaster, or the county of Westmoreland, and also to make and maintain all necessary and convenient roads, bridges, embankments, quays, banks, walls, locks, wharfs, sewers, culverts, drains, arches, cuts, canals, sluices, lockgates, and other works and conveniences, with reference to all or any of the said works, and also to alter, divert, stop up, and widen all such water courses, streams, rivulets, cuts, navigations, and canals, as may be necessary for the execution of the said works and for the purposes aforesaid, and to widen, deepen, and alter the beds and channels, and divert the course of the several rivers and streams into the said cuts,

or otherwise, of Coulton Beck, Rusland Pool, Quicksand Pool, Crake, Leven, Winster, Keer, Lythpool, Leighton Beck, Kent and Beetha, and all other rivers, streams and waters, at, or where the several cuts and canals aforesaid, are connected with, and interseet the same; and it is proposed to make lateral deviations in the line of the proposed lands to be reclaimed, embankments, cuts, canals, and works, to the extent and within the limits defined on the plans hereinafter mentioned.

And notice is hereby further given, that a plan of the said works, and of the lands so intended to be reclaimed, embanked, drained, inclosed, and improved, and a duplicate of such plan and a section, and duplicate thereof, together with a book 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; and with the Clerk of the Peace for the county of Westmoreland, at his office at Appleby, in the said county, on or before the thirtieth day of November, one thousand eight hundred and forty-five; and on or before the thirty-first day of December following, a copy of so much of the said plans and sections as relates to each parish in or through which the said lands are situate, or 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 or Bills, to incorporate a company, or to enable a body of proprietors or undertakers to carry into effect the proposed works, and to obtain powers for the compulsory purchase of messuages, lands, tenements, and hereditaments, and all rights and interests affecting the same, and to vary or extinguish all rights and privileges in any manner connected with the lands and hereditaments proposed to be reclaimed, embanked, drained, inclosed, or improved, as well as with the lands, tenements, and hereditaments proposed to be taken for the purposes of the said works. And it is proposed, by the said Bill or Bills, 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 works, and to alter and vary existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.—Dated this eighth day of November 1845.

Leeds, Huddersfield, and South Staffordshire
Direct 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, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the proposed line of railway called the Huddersfield and Sheffield Junction Railway, at or near a certain place called Smithy Place, in the township

of Honley, in the parish of Almondbury, in the west riding of the county of York, and terminating near the Gas Works, in the township of Uttoxeter, in the parish of Uttoxeter, in the county of Stafford, at a point where it is proposed to commence a railway running from Uttoxeter aforesaid to Dudley, in the county of Worcester, to be called "the Derbyshire, Staffordshire, and Worcestershire Junction Railway," and which said railway or railways, for which application is intended to be made to Parliament pursuant to this notice, and the works and conveniences connected therewith respectively, will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Huddersfield, Almondbury, Holme, Kirkburton, Cartworth, Upperthong, Wooldale, Holmfirth, Thurstonland, Honly, South Crossland, Lockwood, Paddock, Holme Bridge, and Holme Moss, all in the west riding of the county of York; and also Holme Moss, Haden, Woodhead, Mottram in Longdendale, and Tintwistle, in the county palatine of Chester; and also Glossop, Whitfield, Hadfield, Padfield, Dinting, Symmondly, Marple Bridge, Howard Town, Bridgend, Littlemoor, Charlesworth, Great Hamlet, Phoside, Chunal Little Hayfield, Kinder otherwise Hayfield, Waterside, Woodhead, Gamesly, Haltersley, Hollingworth, Hollins, Beard, Ollerset, Whitle and Thorset, Chinley, Bugsworth, Brownside, Mellor, Chapel-en-le-Frith, otherwise Bowden Chapel, Chapel Milton, Dove Holes, Comb's Edge, Bowden Edge, Bradshaw Edge, Peak Forest, Wormhill, Tideswell, Fairfield, Fernilee otherwise Fernyleigh, Hope, Buxton, Earl Sterndale, Pilsbury, Crowdecote, Bakewell, Hartington, Hartington upper quarter, Hartington middle quarter, Hartington town quarter, Hartington nether quarter, Eaton and Alsop, Alsop-en-le-dale, Ashbourne, Newton Grange, Tissington, Broadlow Ash, Thorpe, Fenny Bentley, Mappleton, Offcote and Underwood, Clifton, Snelston, Norbury and Roston, Marston, Marston Montgomery, Eaton, Clownholme, and Doveridge, all in the county of Derby; and also Alstonfield, Longnor, Sheen, Ilam, Bloor, Mayfield otherwise Mathfield, Upper Mayfield, Middle Mayfield and Church Mayfield, Ellastone, Calwich, Alton otherwise Alveton, Rocester, Quixhill, Prestwood Abbot's or Monk's Clownholme, Combridge, Crakemarsh, Croxden, and Uttoxeter, all in the county of Stafford.

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 west riding of the county of York, at his office at Wakefield, in the said riding; with the Clerk of the Peace for the county palatine of Chester, at his office at Chester; with the Clerk of the Peace for the

county of Derby, at his office at Chesterfield, in the said county of Derby; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford; 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 thirtieth day of December now next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railway or railways, 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 so proposed to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway or railways, and works, and to confer other rights and privileges.

And 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 or railways, 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, interfere with, and divert, to the extent shown on the said plans intended to be deposited as aforesaid, all such highways, roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses as it may be necessary or expedient to stop up, alter, and divert for the purpose of making and maintaining, or more conveniently making or maintaining or using, the said railway or railways, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

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 or railways, and any other works, and any part and 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 railways, 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 or railways and works.

Dated this sixth day of November 1845.

William Arnold Bainbrigge, Solicitor, Utt-oxeter.

John Owens, Solicitor, 35, Moorgate-street, London.

Manchester, Sheffield, and Midland Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the making and maintaining of the railway or railways following, with all proper stations, bridges, tunnels, viaducts, works, and conveniences connected therewith, and approaches thereto respectively, that is to say; one of such railways commencing by a junction with and at the station of the Sheffield, Ashton-under-Lyne, and Manchester Railway, at or near a place called Clay's-garden, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county of York, and terminating by a junction with the line of the north Midland Railway otherwise the Midland Railway, at or near the point where the same railway crosses a certain lane, called Stawford otherwise Stalford-lane, in the township of Hasland, in the parish of Chesterfield in the county of Derby, and which said first-mentioned and intended railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say; Brightside Bierlow, Sheffield township, Sheffield parish, and Ecclesall Bierlow, in the west riding of the county of York; Beauchief otherwise Beauchief Abbey, Greenhill, Norton township, Norton parish, Dronfield township, Dronfield parish, Cold Aston otherwise Coal Aston, Unstone, Newbold, Brampton or free chapelry of Brampton, Chesterfield township, Chesterfield parish, Walton, and Hasland, in the county of Derby; and the other of such railways, commencing by a junction with the said first-proposed railway, at or near a place called Dunston-hall, in the township of Newbold, in the parish of Chesterfield, in the county of Derby, and terminating at and joining with the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway, at or near a certain beer-house, known by the name of the Pine Apple, in the occupation of Elizabeth Pheasey, in the townships of Bakewell and Great

Longstone, or one of them, both in the parish of Bakewell, in the county of Derby, or at an independent station to be made there, and which said last-mentioned intended railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, that is to say; Newbold, Chesterfield township, Chesterfield parish, Brampton or free chapelry of Brampton, Baslow, Bubnell, Birchills, Hassop, Pilsley, Edensor, Holme, Great Longstone, Bakewell township and Bakewell parish, in the county of Derby.

And also to authorize the making and maintaining of a branch railway, from and out of the first-described and intended line of railway, with all proper stations, bridges, tunnels, viaducts, approaches, works, and conveniences, to commence at or near to Brierley Wood, in the township of Newbold, in the parish of Chesterfield, and the township of Unston, in the parish of Dronfield or one of them, in the county of Derby, and to terminate by a junction with the proposed Manchester and Lincoln Union Railway, and the Chesterfield and Gainsborough Canal Company at or near the village of Staveley, or at an independent station to be made there, in the township of Staveley, in the parish of Staveley, in the county of Derby, and which said intended branch railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Unston, Dronfield parish, Newbold, Chesterfield township, Chesterfield parish, Whittington, Brimington, Staveley township, and Staveley parish, in the county of Derby.

And also to authorize the making and maintaining of another branch railway, from and out of the first described and intended line of railway, with all proper stations, bridges, tunnels, viaducts, approaches, works, and conveniences, to commence at or near to Brierley Wood, in the township of Newbold, in the parish of Chesterfield, in the county of Derby, and to terminate by a junction with the last-mentioned branch railway, at or near Sheep-bridge-inn, in the township of Newbold aforesaid, and the parish of Whittington, or one of them, in the county of Derby, and which said intended branch railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Newbold, Chesterfield parish, and Whittington, in the said county of Derby.

And also to authorize the making and maintaining of another branch railway, from and out of the first-described and intended line of railway, with all proper stations, tunnels, viaducts, bridges, approaches, works, and conveniences, to commence at or near to the village of Newbold, in the township of Newbold, in the parish of Chesterfield, in the county of Derby, and to terminate by a junction with the secondly described and intended line

of railway, at or near a certain toll bar, called Four-lane Ends Bar, in the said township of Newbold, and parish of Chesterfield, in the county of Derby, and which said last-mentioned and intended branch railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say, Newbold township, and Chesterfield parish in the county of Derby.

And also to authorize the making and maintaining of another branch railway, from and out of the secondly described and intended line of railway, with all proper stations, tunnels, viaducts, bridges, approaches, works, and conveniences, to commence at or near to Dunston Hall in the township of Newbold, in the parish of Chesterfield, in the county of Derby, and to terminate at or near a village called Barlow, in the township of Great Barlow, in the parish of Staveley, and in the township of Little Barlow, in the parish of Dronfield, or one of them, in the county of Derby, and which said last-mentioned and intended branch railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say; Newbold, Chesterfield parish, Great Barlow, Staveley parish, Little Barlow and Dronfield parish, in the county of Derby; and also to authorize the making and maintaining of another branch railway, from and out of the secondly described and intended line of railway, with all proper stations, tunnels, viaducts, bridges, approaches, works, and conveniences, to commence at or near to the village of Baslow, in the township of Baslow, in the parish of Bakewell, in the county of Derby, and to terminate at or near to Calver Lime Kilns, near the village of Calver, in the township of Calver, in the parish of Bakewell, in the county of Derby, and which said last described and intended branch railway and works, will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places following, or some of them, that is to say; Baslow, Bubnell, Bramley, Hassop, Calver, Calver Bridge, Curbar otherwise Corber and Bakewell parish, in the said county of Derby; and also to authorize the making and maintaining of another branch railway, from and out of the first described and intended line of railway, with all proper stations, tunnels, viaducts, bridges, approaches, works, and conveniences, to commence by a junction with the said first-mentioned railway, at or near a place called Castle Folds, in the township of Sheffield, in the parish of Sheffield, in the west riding of the county of York, or by a junction with the said first-mentioned railway, at or near to a place called the Nursery, in the township of Brightside Bierlow, in the parish of Sheffield aforesaid, and to terminate by a junction with the line of the Sheffield and Rotherham Railway, otherwise the Sheffield and Rotherham Branch of the Midland Railway, in the township of Brightside Bierlow, in the parish of Sheffield, in the west riding of the county.

of York, and which said last described and intended branch railway and works will pass, or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial, or other places following, or some of them, that is to say; Sheffield parish, Sheffield township, and Brightside Bierlow, in the west riding of the said county of York.

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

And it is further intended to apply for power, by the said Act, to incorporate a company for the purpose of making the said several intended railways and branches respectively, and the works connected therewith respectively, with powers to levy and take rates, tolls, and duties upon and in respect thereof, and to confer exemptions from the payment of rates, tolls, and duties, and other rights and privileges.

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

And notice is hereby also further given, that duplicate plans and sections of the said several intended railways, branches, and works respectively, together with books of reference thereto, will be deposited for public inspection on or before the thirtieth day of November 1845, with the Clerk of the Peace for the west riding of the county of York, at his office at Wakefield, in the said west riding; and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the said county of Derby; and a copy of so much of the said plans and sections as relates to each of the several parishes through which the said railways, branches, and works respectively are proposed to

be made, together with books of reference thereto, will be deposited, on or before the thirty-first day of December 1845, with the parish clerks of such parishes respectively, at their respective residences.

Dated this tenth day of November 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for incorporating certain persons established as a company, called "The Corporation Gas Company," and for enabling such company to light, with gas, the borough of Sunderland, and the parishes of Sunderland, Bishop Wearmouth, and Monk Wearmouth, all 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 of the said intended Act.

And it is also intended, by such Act, to enable the company to be thereby incorporated, to sell, and the Mayor, Aldermen, and Burgesses of the borough of Sunderland, to purchase the works and other property belonging to the said company, and also to vary or extinguish all existing rights or privileges which would impede or interfere with the objects aforesaid.

Dated this thirtieth day of October 1845.

Thos. Brunton. Solicitor.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill or Bills to revive or constitute a borough, or other court, at the borough of Sunderland, in the county of Durham; and to appoint a Judge or Judges to hold the same court, and for making provision for the regulation and management of the court; and for authorizing such Judge or Judges to hold, or for establishing, a court within the said borough, for the more easy and speedy recovery of small debts; and in which Bill or Bills provision will be made for including the several parishes of Sunderland near the Sea, Bishopwearmouth, and Monkwearmouth, in the county of Durham, within the jurisdiction of such court or courts; and also provision for defraying the expense of obtaining and passing such Bill or Bills, and the general expenses of the court or courts, by and out of a fund to be created for such purpose, and to fix and regulate the fees to be taken by the several officers of the said court or courts.

Dated this fifth day of November 1845.

C. T. Potts and *A. J. and Wm. Moore,*
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 or railways, with all proper and convenient stations, erections, bridges, wharfs, landing places, works, communications, approaches, and conveniences connected therewith, or some part or portion thereof, to commence by a junction with the Birmingham and Derby line of the Midlands Railway, in the parish of Coleshill, in the hundred of Hemlingford, in the county of Warwick, or at or near the Whitacre Station, in the parish of Over Whitacre or Whitacre Superior, in the county of Warwick, and hundred of Hemlingford aforesaid, or by an independent station there, and to terminate at or near the Sawley Station on the Midlands Railway, in the parish of Sawley, in the county of Derby, by a junction with the line of the said Midlands Railway, or by an independent terminus there; and which said railway and works will pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them (that is to say), Hawkeswell, Gilsden, Nether Whitacre or Whitacre Inferior, Over Whitacre or Whitacre Superior, Drakenhage, Kinsbury, Hurley, Heanley, Baxterley or Baxterly, Islington, Baddesley Ensor or Baddly Ensor or Badsley Ensor, Dordon, Polesworth, and Grendon, all in the said county of Warwick; Twycross or Twyeross, in the county of Leicester; Waverton otherwise Wharton otherwise Warton, in the county of Warwick; Little Orton, Orton-on-the-Hill, and Merriville, in the counties of Leicester and Warwick; Orton-upon-the-Hill, in the county of Leicester; Austery in the county of Warwick; Norton in the county of Leicester; Appleby, Appleby Magna and Appleby Parva otherwise Great Appleby and Little Appleby, in the counties of Leicester and Derby; Culloden, Snareston, Swepston, and Newton, in the county of Leicester; Measham in the county of Derby; Normanton-on-the-Heath in the county of Leicester; Ravenstone and Packington in the counties of Leicester and Derby; Swannington, Whitwick or Wightwick, Coleorton, Chapelry of Saint George or Saint Georges, Swanerton or Upper Swannington, Newbold, Breedon or Breedon-on-the-Hill, Osgathorpe, Worthington, Belton, Wilson, Tong, Langley Priory, Diseworth, Isley Walton, Shardlow, Aston, Castle Donnington, Hemington, Hennington, Lockington, and Kegworth, in the county of Leicester; Shardlow otherwise Wilne and Shardlow, and Aston, in the county of Derby; Thrumpton in the county of Nottingham; Sawley and Longeaton in the county of Derby.

And also a branch railway from and out of the said railway, commencing by a junction therewith, in the parish of Coleorton, in the said county of Leicester, and terminating at or near the town of Alrewas, in the parish of Alrewas, in the county of Stafford, by a junction with the line of an intended railway called the South Staffordshire Junction Railway, or by an independent station,

which said intended branch railway and other works connected therewith will pass from, in, through, and into the several parishes, townships, townlands, and extra-parochial and other places following, or some of them; that is to say, Coleorton and Ashby-de-la-Zouch in the county of Leicester; Blackfordby in the said county of Leicester; Packington in the counties of Derby and Leicester; Willesley in the county of Derby; Norris Hill, Linton, Over Seal, Nether Seal, in the said county of Leicester; Church Gresley, Castle Gresley, Linton, Swadlingcote or Swadcote, Oakthorpe, and Measham, in the counties of Leicester and Derby, or one of them; Coton, Lullington, Caldwell, and Stapenhill, in the county of Derby; Catton, Croxall, in the counties of Derby or Stafford, or both of them; Walton, Walton-on-Trent, and Rosliston, in the county of Derby; and Edengale and Croxall, in the counties of Derby and Stafford.

And it is also intended, by such Act or Acts, to take power to make lateral deviations from the line of the proposed railway and works, to the extent or within the limits defined upon the plans herein-after mentioned; and also to cross, 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 to apply for powers, in such Act or Acts, to take lands by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said railway and works, 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 therewith, with the land 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 notice is hereby further given, that duplicate plans and sections, together with books of reference thereto, will be deposited, 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 Warwick, at his office in Stratford-upon-Avon; with the Clerk of the Peace for the county of Stafford, at his office in Stafford; with the Clerk of the Peace for the county of Derby, at his office in Chesterfield; with the Clerk of the Peace for the county of Leicester, at his office in Leicester; and with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; 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, branch railway, and works are intended to be made, will be deposited, on or before the thirty-first day of December following, with the parish clerks of each such parishes respectively, at their respective residences.

Dated the tenth day of November 1845.

Edwards, Mason, and Edwards, 8, Moor-gate-street, London, and 8, Delabay-street, Westminster; Motteram and Knowles, Birmingham,
Solicitors for the Bill.

Midland Railway, Nottingham and Mansfield Branch.

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 or railways and branch railways hereinafter-mentioned, or some of them, or some part or parts thereof, together with all proper bridges, roads, works, stations, and conveniences connected therewith, and approaches thereto, that is to say; a railway commencing in the parish of Saint Mary, in the town and county of the town of Nottingham, and also by a junction with the Midland Railway, in an extra-parochial place called the King's-meadows, within the liberties of the Castle of Nottingham, in the county of Nottingham; passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Saint Mary, in the town and county of the town of Nottingham; the King's-meadows, Wilford, Beeston, Lenton, Old Lenton, New Lenton, Wollaton, Radford, Old Radford, New Radford, Kensington, Blooms Grove, Bobbers' Mill, Lovett Mills, Prospect-place, Basford, Old Basford, New Basford, Whitmoor-place, Two Mile Houses, Bulwell, Bestwood Park otherwise Beskwood Park, Hucknall-Torkard, Linby, Papplewick, Newstead, Newstead Priory otherwise Newstead Abbey, Annesley, Kirkby in Ashfield, Kirkby Hardwick, Sutton in Ashfield, Skegby, Mansfield, and Littleworth, or some of them, in the county of Nottingham, and terminating in the said parish of Mansfield, in the county of Nottingham. Also a branch railway diverging from and out of the said intended main line of railway, in the said parish of Kirkby in Ashfield, in the county of Nottingham, and passing wholly in or through, and terminating within the said last-mentioned parish, by a junction with the Mansfield and Pinxton Railway. And also a branch railway diverging from and out of the said first-mentioned intended railway, in the said parish of Kirkby in Ashfield, passing in or through the said parishes of Kirkby in Ashfield and Sutton in Ashfield, and terminating in the said last-mentioned parish.

And it is proposed, in and by the said intended Act or Acts, to empower the Midland Railway

Company to execute the said intended railway and branch railways respectively, or some of them, or some part or parts thereof, and to levy tolls, rates, and duties for and in respect of the use thereof, and to purchase, by compulsion or agreement, all such lands, houses, and other property, as may be necessary for the purposes aforesaid, or otherwise to incorporate a company for the purposes and with the powers aforesaid; and with power also to let on lease or sell the said intended railway and branch railways respectively, or any of them, or any part thereof, to the Midland Railway Company; and to enable the said last-mentioned company to purchase or rent the same.

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

And it is also intended to apply for powers, in the said Act or Acts, to stop up, vary, or alter 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, or some of them, as it may be necessary to vary or alter for the purposes of such intended railway and branches, or any of them, or the works connected therewith.

And notice is hereby further given, that, on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway and branches, 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 town and county of the town of Nottingham, at his office in Nottingham; and with the Clerk of the Peace for the county of Nottingham, at his office in Newark-upon-Trent; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes hereinbefore-mentioned, from, in, through, or into which the said intended railway, branch railways, and works, or any of them, are proposed to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes, at their respective residences.—
Dated this 6th day of November 1845.

*Parker, Hayes, Barnwell, and
Twisden, 1, Lincoln's-inn-
fields,
Berridge and Macaulay, Lei-
cester,
Saml. Carter, Birmingham,* } Solicitors.

CONTRACT for BRIGHT IRONMONGERY.

Department of the Storekeeper-
General of the Navy, Somerset-
Place, October 16, 1845.

THE Commissioners for executing the office of
Lord High Admiral of the United Kingdom
of Great Britain and Ireland do hereby give notice,
that, on Friday the 14th of November next, at one
o'clock, they will be ready to treat with such persons
as may be willing to contract for supplying Her
Majesty's several Dock-yards with

Bright Ironmongery Articles, under a contract
for twelve months certain, and afterwards,
until the expiration of six months' warning.

*Patterns of the articles may be seen, and a form
of the tender and the conditions of the contract
obtained, at the said Office.*

*No tender will be received after one o'clock on
the day of treaty, nor any noticed unless the
party attends, or an agent for him duly authorized
in writing.*

*Every tender must be addressed to the Secre-
tary of the Admiralty, and bear in the left hand
corner the words, "Tender for Bright Iron-
mongery," and must also be delivered at Somerset-
place, accompanied by a letter, signed by two
responsible persons, engaging to become bound with
the person tendering, in the sum of £1000, for the
due performance of the contract.*

Printed and Published at the Office, in Cannon-row, Parliament-street, by FRANCIS WATTS, of
No. 1, Warwick-square, Belgrave-road.

Wednesday, November 19, 1845.

Price Two Shillings and Eight Pence.