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SATURDAY, NOVEMBER 29, 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 Cheltenham, in the county of Gloucester, and in the diocese of Gloucester and Bristol.

"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 of 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 meantime, 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 Cheltenham 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 James Henry Bishop of Gloucester and Bristol, in testimony whereof he has signed and sealed this scheme, that all that part of the said parish of Cheltenham, 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 Peter, Cheltenham.”

“ 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 whereas it is by the said Act further enacted, that it shall be lawful, by the authority aforesaid, at any time to assign the right of patronage of any such district or new parish as aforesaid, and the nomination of the minister or perpetual curate thereof respectively, either in perpetuity, or for one or more nomination or nominations, to any ecclesiastical corporation, aggregate or sole, or to either of the Universities of Oxford, Cambridge, or Durham, or to any college therein respectively, or to any person or persons, or the nominee or nominees of such person or persons or body respectively, upon condition of such corporation, university, college, person or persons contributing to the permanent endowment of such minister or perpetual curate, or towards providing a church or chapel for the use of the inhabitants of such district or new parish, in such proportion, and in such manner, as shall be approved by the like authority:

“ And whereas certain persons, being the committee of a fund, called “ The Church Extension Fund,” have contributed and transferred to our account and into our names, in the books of the Governor and Company of the Bank of England, a sufficient sum of Three Pounds per Centum Consolidated Bank Annuities to produce the annual sum of fifty pounds towards such permanent endowment as aforesaid of the district of Saint Peter, Cheltenham, so herein recommended to be constituted as aforesaid; and such committee have also contributed and have deposited with us a sum of two thousand pounds, upon trust, to be expended upon the building of a church or chapel within the limits of the same district, and it has been agreed by the said committee, that such such church or chapel, when erected and completed, shall be offered for approval by us, and for consecration as the church or chapel of the said district, for the use and service of the minister and inhabitants thereof; and whereas also a sum of two hundred and forty pounds has been deposited with us by the said committee, upon trust, to be applied in such manner as shall appear to us to be expedient, as a permanent fund, towards the repairs and maintenance of the fabric of such church or chapel:

“ And whereas the said committee have, by an instrument in writing under their hands, nominated to us the five several persons, hereinafter named and described, as trustees of the patronage in perpetuity of the said district and contemplated new parish, and of the right of nomination of the minister or perpetual curate thereof; and have, in and by the same instrument, proposed that

vacancies in the trusteeship of such patronage shall be filled up from time to time in manner hereinafter mentioned :

“ We, therefore, further recommend and propose, that the patronage of the said district and new parish of Saint Peter, Cheltenham; and the right of nomination of the minister or perpetual curate thereof, shall be assigned in perpetuity to the Reverend Francis Close, perpetual curate of Cheltenham aforesaid, the Reverend John Browne, licensed curate of Trinity Church, in Cheltenham aforesaid, the Reverend Charles Bridges, vicar of Old Newton, in the county of Suffolk and diocese of Norwich, Percival White, of Clapham, in the county of Surrey, Esquire, and John Stuckey Reynolds, of Hampstead, in the county of Middlesex, Esquire, as trustees duly nominated to us for that purpose, and that such patronage and right of nomination shall for ever thereafter be exercised by the same persons, or or the survivors or survivor of them, as such trustees, and by such future trustee or trustees, being a member or members of the United Church of England and Ireland, as shall from time to time be nominated by writing under the hands or hand of the trustees or trustee for the time being, or the major part of them, in the place and stead of any one or more of them who shall from time to time die, resign, or become incapable of acting; provided always, that the number of such trustees shall not at any time exceed five.

“ 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 PETER, CHELTENHAM, being—

“ All that part of the parish of Cheltenham, in the county of Gloucester, and in the diocese of Gloucester and Bristol, situate on the northern side of the river Chelt, and on the western side of an imaginary line, commencing at a point (marked *a* on the map or plan hereunto annexed) in the middle of the Gloucester-road, where it crosses the said river, and thence extending towards the north east, along the middle of such road, as far as the middle of the Tewkesbury road, and thence eastward, along the middle of such last-mentioned road, to a point (marked *b* as aforesaid) opposite to the middle of a certain street or road called White Hart-row, and thence northward along the middle of such street or road, and of a certain new and unfinished street or road, situate at the western end of the Cheltenham workhouse, and called the ‘ Workhouse-road,’ as far as the middle of a certain road called Maidenhorn-lane, and thence towards the north east along the middle of such last-mentioned road to a point (marked *c* as aforesaid) opposite to the middle of the road

leading to Marl-hill, and thence northward along the middle of such last-mentioned road, as far as the boundary of the said parish of Cheltenham.”

And whereas the draft of the said scheme has been transmitted to the incumbent and to the patrons of the church of the parish out of which it is intended that the district therein recommended to be constituted shall be taken, pursuant to the said Act; and such incumbent 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 Registrars of the two several registries of the diocese of Gloucester and Bristol, at Bristol and Gloucester.

Wm. L. Bathurst.

Worcester and Port Dynllaen.

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, approaches, and conveniences connected therewith, that is to say, a railway or railways, commencing by a junction with the line of the Oxford, Worcester, and Wolverhampton Railway, at or near the city of Worcester, in the parish of Claines, in the city and county of Worcester, or one of them, and terminating at or near to the harbour known as Port Dynllaen Harbour, in the parish of Edeyrn, in the county of Carnarvon, 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), St. Martin, St. Peter the Great, St. Clement, St. John otherwise St. John in Bedwardine, and Claines, in the city of Worcester, and county of Worcester, St. Nicholas, Blockhouse, Spring-gardens, St. Michael otherwise St. Michael in Bedwardine, St. Alban, St. Helen, St. Andrew, All Saints, St. Swithin, Whistones otherwise Whitstones, in the city and borough of Worcester, Hallow, Grimley, Kenswick, Wichenford, Martley, Clifton-on-Teame, Shelsley Beauchamp, Shelsley King's, Great Shelsley, Shelsley Walsh otherwise Little Shelsley, Great Witley, Little Witley, Red Marley,

Abberley, Stanford otherwise **Stanford-on-Teame, Stockton, Eastham, Hanley William, Hanley Child** otherwise **Lower Hanley, Orleton, Lindridge, Knighton** otherwise **Knighton-on-Teame, Pensax, Mamble, and Newnham**, in the county of **Worcester, Upper Sapey, Rochford, Burway, Little Hereford, Upton, Brimfield, Wyson, and Cockshoot Lydiard**, in the county of **Hereford; Tenbury, Tenbury Foreign** with **Kyrewood, Berrington and Sutton** otherwise **Sutton Sturmev**, in the counties of **Worcester and Salop, or one of them; Burford, Boraston, Nash and Tilsop, Whitton, Whatmore, Weston, Stoke, Greete, Ashford Bowdler, Ashford Carbonell, Caynham, Ashford Jones, Bennett's-end, St. Lawrence Ludlow, Ludlow Castle, Bitterley, Middleton, Cleeton, Henley, Hill-upon-Cot, Snitton, Staunton Lacey, East, Downton, Rock, Upper Hayton, Lower Hayton, Hopton, West, Wootton, Bromfield, Clay Felton and Whitbatch, Rye Felton and Burway, Hill Halton, Prior's Halton, Lady Halton, Onisbury, Walton, Stokesay, Aldon, Rowten and Broome, Newton, Wettleton, Culmington, Siefert, Norton and Bache, Burley** otherwise **Stone Burley, Clungunford, Abcott, Broadward, Beckjay, Shelderton, Horderley-hall, Hopesay Carwood, Aston, Barlow, Little Brampton, Edgton, Edgton Brunslow and Horderley, Sibdon** otherwise **Sibdon-Carwood, Halford, Dinchope, Wistanstow, Felhampton, Woolston, Cheney Longville, Whittingslow, Strefford, Lydbury North, Totterton, Acton, Eyton and Plowden, Eyton and Choulton, Brockton, Lower Down, Walcot-park, Dinmore, Hill-end farm, Bishop's Castle, Lee and Oakley, Broughton, Woodbatch, Colebatch, Mindtown** otherwise **Myndtown, Wentnor, Home, Medicott, Gravenor, Kinnerton and Ritton, Norbury, Asterton, Whitcott and Hardwick, More, Moreswood, Linley, Chirbury, Marrington, Marton, Middleton, Priest Weston, Rorrington, Timberth, Dudstow, Winsberry, Walcot, Hockleton, Wilmington; Wortherton, Stockton**, in the county of **Salop; Richard's Castle, Burway, Overton, Woofferton** otherwise **Woolferton, Batchcott and Moor, Ludford, Sheet and Steventon**, in the counties of **Hereford and Salop, or one of them; Lydham, Lower Aston, Mainstone, Castlewright, Edenhop, Church-stoke, Hurdley, Weston Madoc, Mellington, Bachelde, Hopton-Issa, Hopton-Ucha, Brompton, Rhyston, Hyssington, Mucklewith**, in the counties of **Salop and Montgomery, or one of them; Llandyssl, Rhandir, Balbro, Bryntalch, Bronywood, Snead, Llanwddyn, Lawesconeney, Rhiwargor, Llan, Marchmant, Cowley, Llanfihangel, Garthachef, Cefnleisiog, Farchwd, Nauty-Cawdy, Dolwar, Fachwen, Llanydrach, Llaith-twlch, Rhiwlar, Flynnon-Arthur, Halven, Cydwra, Hirnant, Pennant, Llangadfan, Cyffin, Cowney, Blowty, Bryngwreddan, Moelvelieth, Maesllemysten, Llanerfyl, Crine, Llysun, Coedtalog, Cenewyl, Nantyrwra, Cefnllys - Issa, Cefnllysunchaff, Llanfair, Pentyrch, Penarth, Gwaenynog, Gelligasson, Llanfair, Brynelan, Rhywhiriaeth, Rhos-aflo, Brynglas, Dolgead, Llanstheau-uchaf, Llanstheau-Issaf, Kyttrych, Heniarth, Llangynyw, Mathrafal, Gwaenynog-Issa, Cynhinfa, Manafon,**

Llan, Llys, Gayniog, Dwyrfyew, Dolgwynfeleu, Castell-Caer-Einion, Gaer, Moydog, Hydan and Dol, Cwmgoran, Nantforth, Hydanucha, Trefelig, Berriew, Allt, (Upper and Lower), Brithdir, Keel, Freedd, Garthmill, Trustwain, Vaynorissa, Lliver, Vaynor-icha, Penthrin, Keelconchwin, and Brinchamcar, Montgomery, Fordeu, Thornbury, Ropton, Hems, Woodlaston, Munlyn, Kilkewydd, Edderton, Lleuyaynfach, in the county of **Montgomery; Llanfihangel-y-traethan, Penrhyn, Llandecwynn, Llanfrothen, Maentwrog, Ffestiniog, Trawsfynydd, Llanfachreth, Llanwchillyn, Penaran, Tre-Castell, Penantlliw, Cynllwydd, Llangower, Uwch-afon, Is-afon**, in the county of **Merioneth; Ynyscynhaearn, Tremadoc, Portmadoc, Penmorfa, Treflys, Criccieth, Llanystumdwy, Llanarmon, Abererch, Deneio, Pwllheli, Penrhos, Llanor, Llanbedrog, Llanfihangel Bachellaeth, Boduan** otherwise **Bodfuan** otherwise **Bodean** otherwise **Bodfean, Llandudwen, Ceidio** otherwise **Capel Ceidio, Nevin, and Edeyrn**, in the county of **Carnarvon.**

And it is also intended by such Act or Acts to take power to alter, divert, or 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 powers, rights, or privileges affecting, or 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 incorporate a company for the purpose of carrying into effect the said intended railway or railways and works, or some part or parts thereof, 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 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 and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the Great Western Railway Company, and to enable such last-mentioned 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 enable the said Great Western Railway Company and the Oxford, Worcester, and Wolverhampton Railway Company, or either of them, 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 enable the said companies respectively, to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them.

And it is also intended, by such Act or Acts, to enable the company thereby to be incorporated to purchase, or lease, or to construct, or take a transfer of an intended railway to connect the town of Shrewsbury with the city of Hereford; or any part or parts thereof, (if the same shall be sanctioned by Parliament) with all or any of the powers which may be conferred by any Act or Acts of Parliament in relation thereto; and to exercise such powers.

And it is also proposed by the said intended Act or Acts, to amend, enlarge, and repeal some of the powers and provisions of the Act passed in the 46th year of the reign of His Majesty King George the Third, intituled "An Act for erecting a pier and other works for the improvement of the harbour of Porth Dynllaen, in Carnarvon Bay, in the county of Carnarvon," and to enable the company incorporated by the said Act to transfer all or any of the powers thereby conferred on them to the company to be incorporated as aforesaid, or to any company to whom the said intended railway may be sold or leased, and to enable the said two companies to enter into and carry into effect such mutual arrangements as they may think fit in reference to the maintenance and use of the said harbour or other works authorized by the said recited Act, and in reference to the exercise of all or any of the powers conferred by the said Act, and also to alter the tolls, rates, and duties thereby authorized to be levied.

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 Worcester, at his office in Worcester; with the Clerk of the Peace for the county of Worcester, at his office in the same city; with the Clerk of the Peace for the county of Hereford, at his office in Hereford; with the Clerk of the Peace for the county of Salop, at his office in Shrewsbury; with the Clerk of the Peace for the county of Montgomery, at his office in Welshpool; with the Clerk of the Peace for the county of Merioneth, at his office at Brou Eryri, near Portmadoc, and with the Clerk of the Peace for the county of Carnarvon, at his office in the town of Carnarvon; 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 clerk of those parishes respectively, at their respective residences.

*W. O. and W. Hunt, 10, Whitehall.
Osborne, Ward, and Co., Bristol.*

Trent Valley Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in one or more Bill or Bills to alter, amend, and enlarge the powers and provisions of an Act, passed in the last session of Parliament, intituled "An Act for making a railway from Stafford to Rugby;" in which said Bill or Bills it is intended to apply for powers to make and maintain a branch railway, with all necessary stations, erections, bridges, wharfs, warehouses, roads, communications, and works connected therewith, to commence by a junction with the proposed line of the Trent Valley Railway, at or near to Armitage, in the parish of Armitage otherwise Armitage and Hansacre, in the county of Stafford, and to terminate by a junction with that part of the Midland Railways heretofore called or commonly known by the name of the Birmingham and Derby Junction Railway, at or near Wichnor-forge, in the township of Wichnor, in the parish of Tatenhill, in the same county of Stafford; which said branch railway 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; Mavesyn Ridware, Hill Ridware, Pipe Ridware, Armitage and Hansacre, Armitage, Hansacre, Kings Bromley otherwise Bromley Regis, Bromley Hay otherwise Bromley Hays, Alrewas Hay otherwise Alrewas Hays, Orgreave, Alrewas, Tatenhill, Wichnor, Barton-under-Needwood, Fradley, and Yoxall, in the said county of Stafford.

And notice is hereby also given, that it is intended, by the said Bill or Bills, to apply for powers to make lateral deviations from the line of the said branch 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, streams, canals, sewers, navigations, railways, and tramroads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to divert, alter, or stop up for the purposes of the said branch railway and works.

And notice is hereby further given, that on or before the thirtieth day of November instant, plans and sections of the said branch railway and works, and also duplicate plans and sections thereof, 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; 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 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, in the said Bill or Bills, to apply for powers for the compulsory purchase of lands, houses, rents, tenements, and hereditaments, and to extinguish or vary all rights and privileges in any manner connected with the lands, houses, rents, tenements, and hereditaments proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, and duties upon or in respect of the said branch railway and works, and to alter existing tolls, rates, and duties, and to confer, extinguish, or vary exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby also given, that it is intended, by the said Bill or Bills, to enable the Trent Valley Railway Company to raise funds, and out of their corporate or other funds to take shares in and subscribe for or towards the making, maintaining, working, and using of an intended new railway, running, or intended to run, out of the said Trent Valley Railway, and called the North Staffordshire Railway, or to some part thereof; and also to enable the said Trent Valley Railway Company to enter into and carry into effect such arrangements and agreements with the company proposed to be incorporated for making the said North Staffordshire Railway as may be mutually agreed upon.

And it is also proposed, in and by the said Bill or Bills, to empower the said Trent Valley Railway Company to let on lease, sell, or transfer the said intended branch railway and works, or any part thereof, or the tolls thereof, and the rights, interests, and privileges of the said Trent Valley Railway Company therein, or in any other railway company or companies, to the London and Birmingham Railway Company, and to delegate to the said London and Birmingham Railway Company the execution of all or any of the powers of the said intended Bill or Bills; and to authorize the said London and Birmingham Railway Company to purchase, rent, work, construct, and use the said intended branch railway and works, or any part thereof, and to take tolls and duties upon or in respect thereof, and to take and exercise such rights, interests, and privileges, and to raise money for the purposes aforesaid.—Dated this eighth day of November 1845.

James Wheeler, Solicitor to the Trent Valley Railway Company.

The Southern 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 incorporate a company, and to give to such company all the necessary powers for making and maintaining of a railway or railways, with all proper bridges, stations, works, and conveniences connected therewith, and approaches thereto, commencing by a line of junction with, or from and out of the Great

Western Railway, at or near the Slough station of the last-mentioned railway, in the parish of Upton cum Chalvey, in the county of Buckingham, and terminating at or near the South Eastern Railway, at or near the Reigate station thereof, in the parish of Reigate, in the county of Surrey; and which said intended railway or railways, and other works, are intended to pass from, through, into, or near the several parishes; townships, extra-parochial, or other places following, that is to say; Upton cum Chalvey, Stoke, Datchet, Wraysbury, Langley, and Horton, all in the county of Buckingham; Stanwell, Staines, Colnbrook, Ashford-Laleham, Feltham, Littleton, Shepperton, and Sunbury, all in the county of Middlesex; Walton-on-Thames, Esher, Thames-Ditton, Claremont, Hook, Kingston, Chessington, Malden, Ashstead, Epsom, Leatherhead, Headley, Buckland, Walton-on-the-Hill, Kingswood, Chipstead, Gatton, Reigate, Borough of Reigate, Foreign of Reigate, Linkfield-street, Woodhatch, Horley, Colley, Nutfield, Merstham, Bletchingly otherwise Blechingley, or some or one of them, all in the county of Surrey; 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 on the said plans, and to stop up, cross, or divert, whether temporarily or permanently, within the several parishes, townships, extra-parochial and other places aforesaid, or some or one of them, all such turnpike roads, highways, canals, rivers, streams, drains, sewers, pipes, bridges, aqueducts, and railways, as it may be necessary to stop up, cross, 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, houses, and other property for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties, in respect of the said proposed railway or railways and works, and to grant certain exemptions from tolls, rates, and duties, and otherwise to alter the same, and to vary and extinguish all or some of the existing rights and privileges connected with the lands, houses, and other property to be taken 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 to alter and repeal all and so much of the provisions of any Act or Acts, as shall in anywise affect or interfere with the making and maintaining as aforesaid, the said railway or railways, and to confer other powers and provisions in lieu thereof.

And it is further proposed, in and by the said intended Act or Acts, to empower the said company to be incorporated therewith 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 pro-

vided for, and to enable the said company to be incorporated, to unite and amalgamate with any other company, party, or person, 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 with powers to sell, or lease the same, and with powers to any other company or parties to purchase or rent, and to use and work the same, or any part thereof, and to take tolls, rates, and duties, upon, or in respect thereof, and to exercise all the powers and authorities to be conferred by the said Act or Acts, and also to authorize the company to be incorporated by the said Act or Acts, or such united or amalgamated, or any other company, party, or person, to enter into such mutual arrangements or agreement, as may be necessary or expedient for carrying out the purposes and objects of the said intended railway or railways, and works, and also to effect and confirm any agreement or arrangement made, or hereafter to be made, for, or in respect of the traffic passing, or which may pass, on the line of the said intended railway or railways, or on the line or works of any other railway company.

And notice is hereby given, that duplicate plans and sections describing the line, levels, and situation 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 a book of reference to such plans, containing the names of the owners; reputed owners, lessees, and reputed lessees, and of the occupiers of such lands respectively, 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 Buckingham, at his office at Aylesbury, in the said county; and with the Clerk of the Peace of the county of Surrey, at his office at Lambeth, in the said county; and with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell, in the said county; and a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes, in or through which the said intended railway and works will pass or be made, will be deposited, on or before the thirty-first day of December in this present year, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this 11th day of November 1845.

Potter and Collingridge, 5, Basinghall-street, London, Solicitors.

Cadwallader F. Waddy, 13, Fludyer-street, Westminster, Parliamentary Agent.

North 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 alter, amend, enlarge, and extend some of the powers and provisions of the several Acts of Parliament relating to the North Union Railway, made and passed respectively in the eleventh year of His Majesty King George the Fourth, in the first and fourth years of the reign of His late Majesty

King William the Fourth, and the first, third, seventh, and eighth and ninth years of the reign of Her present Majesty; also of the several Acts of Parliament relating to the Bolton and Preston Railway, now incorporated with and forming part of the said North Union Railway, made and passed respectively in the first, the first and second, and the fifth years of the reign of Her present Majesty.

And, by the said intended Act or Acts, it is also proposed to empower the said North Union Railway Company to make a branch railway from and out of the said North Union Railway, on the southerly side of and within the distance of three hundred yards from the bridge over the North Union Railway, commonly called Ridgway's Coal-pit-road-bridge, in the township of Blackrod, in the parish of Bolton, and county of Lancaster, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Bolton, Blackrod, Dean, and Horwich, all in the said county, or some or one of them, and terminating at or near to the stone quarries in the occupation of Mr. Richard Brownlow, situate in the township of Horwich, in the parish of Dean, in the said county.

And, by the said intended Act or Acts, it is proposed to take powers for the compulsory purchase of lands, messuages, and hereditaments, and to extinguish all rights, privileges, and exemptions connected therewith, which may in any manner interfere with the said branch railway and works for all or any of the purposes aforesaid, and to levy and raise rates, tolls, or duties upon or in respect of the said branch railway, and of the works and conveniences connected therewith.

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

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

And it is further proposed, by the said intended Act or Acts, to extend such of the powers and provisions of the said several Acts, or of some or one of them, as shall be deemed expedient or desirable. And that it is intended to extend all or any of the powers and provisions of the said several Acts, or some or one or any of them, to the said branch railway and works so intended to be made and maintained as aforesaid, and to the sums of money to be raised and borrowed under the said intended Act or Acts.—Dated this sixth day of November 1845.

*Woodcock, Part, and Scott, Solicitors,
Wigan.*

Great Yarmouth Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a bill for supplying with water the town and parish of Great Yarmouth, in the county of Norfolk; and also the town and parish of Gorleston, and the hamlet or township of Southtown otherwise Little Yarmouth otherwise West Town, in the said parish of Gorleston, in the county of Suffolk.

And it is intended, by the said Bill, to obtain powers to take, divert, and use the waters of a certain river called the Waveney, or part thereof; and also to take, divert, and use the water of any other spring or springs that may be discovered near thereto during the execution of the works herein referred to, and to construct a reservoir or reservoirs in certain fields called 'Burgh Castle Cliff Fields,' and in an adjoining marsh in the parish of Burgh otherwise Burgh Castle, in the county of Suffolk, adjoining the said river Waveney, for the purpose of receiving and collecting the waters of such river or springs as aforesaid, and to convey such waters by pipes, mains, aqueducts, cuts, or culverts through certain lands and grounds, and along certain public roads or ways, and under the river Yare to and into the said first-mentioned parishes, towns, and hamlets, and for the purposes aforesaid, to make, erect, construct, and maintain, and lay down all necessary mains, pipes, steam-engines, reservoirs, sluices, channels, culverts, and other works, and conveniences connected therewith, as may be necessary for the purposes aforesaid, and which said works hereinbefore described will be made in, or 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; Burgh otherwise Burgh Castle, Bradwell, Gorleston, Southtown otherwise Little Yarmouth otherwise West Town, in the county of Suffolk, and Great Yarmouth, in the county of Norfolk; 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, streams, sewers, and navigations 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 proposed works, with books of reference thereto, will be deposited, for public inspection, at the office of the Clerk of the Peace for the county of Suffolk, at Bury Saint Edmunds, in the same county; and at the office of the Clerk of the Peace for the county of Norfolk at Aylsham, in the same county; and at the office of the Clerk of the Peace for the borough of Great Yarmouth, at Great Yarmouth aforesaid, on or before the thirtieth day of November one thousand eight hundred and forty-five; and 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 works are intended to 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 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 within the said parishes, townships, and places 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 charge or levy rates or rents upon or in respect of the use or supply of the said water, and to alter existing rates or rents, and to confer, vary, or extinguish exemptions from the payment of rates or rents, and other rights and privileges.

Dated this eighth day of November 1845.

*Reynolds and Palmer, Solicitors to the
Bill.*

Saint George the Martyr, Southwark, Rectory.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter and amend an Act, passed in the forty-seventh year of the reign of His Majesty King George the Third, intituled "An Act for making better provision for the support and maintenance of the rector, for the time being, of the parish of Saint George the Martyr, Southwark, in the county of Surrey," in which Bill it is intended to apply for power for the present rector of the said parish, or the rector for the time being, to receive and take the full and entire sum of four hundred pounds, and also the sum of eighty pounds, until a proper and suitable house is erected for the residence of the rector, by four equal quarterly payments, as by the said recited Act are authorized and directed, free, clear, and exempt from the payment of any tax, rate, assessment, or imposition whatsoever, other than the land tax.—Dated this twelfth day of November 1845.

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act for lighting with gas the streets, lanes, and other public passages and places within the borough and county of Newcastle-upon-Tyne; and for enabling the mayor, aldermen, and burgesses of the borough of Newcastle-upon-Tyne to purchase, make, and maintain works for the purposes aforesaid; and for supplying with gas the inhabitants of the said borough. And by the said Act it is also intended to alter, vary, and extend the provisions of the Acts of Parliament after-mentioned, that is to say, an Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act for regulating and improving the borough of Newcastle-upon-Tyne;" and an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act to alter and extend an Act passed in the first year of the reign of Her present Majesty, intituled 'An Act for regulating and improving the borough of Newcastle-upon-Tyne;'" and to make new provisions relating to the said borough of Newcastle-upon-Tyne, and the watering, paving, cleansing, regulation, and improvement thereof; and to include for such purposes the whole, or some part or parts, of the said borough of Newcastle-upon-Tyne not comprised within the limits of the said Acts, and to authorize the levying of rates upon the owners and occupiers of property therein, or to alter the existing rates for such purposes, or any of them, or to make some of the provisions and alterations above-mentioned. And by the said Act it is intended to take compulsory powers for the purchase of lands and houses for the purposes aforesaid, and also powers to levy, receive, and recover certain rates and dues for the use of the gas to be produced by the works aforesaid, and for other purposes of the said intended Act.

Dated this sixth day of November 1845.

John Clayton, Town Clerk.

Tranmere Docks.

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 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 tidal basin or tidal basins, with all necessary and proper basins, canals, piers, wharfs, shipping and landing places, bridges, sluices, and works convenient and adjoining thereto or connected therewith, in or near a certain place called Tranmere Pool in the county of Chester, and to form a sea-wall adjoining the river Mersey between the piers of certain ferries called Tranmere and Birkenhead Ferries on the east side of the said docks, basins, and other works, which said docks, basins, and other works will be situated within or adjoining to the parishes, townships, and extra-parochial places of Tranmere, Birkenhead, Bebington otherwise Bebbington, and Bidston, all in the said county of Chester, and to construct a

cut, drain, or culvert, with proper sluices and other works in connexion therewith, for the purpose of carrying off the drainage waters which now usually flow through the said pool from the lands to the west and north west of the same, and within the said 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 with the lands immediately abutting on the said pool, dock or docks, or with the waters of the said pool; or which would in any manner interfere with or impede the carrying of the said Act or Acts into execution; and it is also intended to apply for power for the 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, and other works and conveniences.

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, 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, and other works are intended to be made, will be deposited at the office of the Clerk of the Peace of the said county of Chester at Chester, 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, and other works will be situate, together with a book of reference thereto, will be deposited with the parish-clerks of each such parish at his respective place of abode.

Dated this eighth day of November, 1845.

John Faulkner, Solicitor, Chester.

Jones and Walmisley, Parliamentary Agents.

Lanarkshire and Lothians 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 at or near to the High-street of Glasgow; and also at a point on the Clydesdale Junction Railway, at or near Hamilton Farm Colliery, or at one or other of the said points; and to terminate at a point on the Edinburgh branch of the Caledonian Railway by a junction with the said Caledonian Railway, at or near to Redcraig or the Mid-Calder station of the said Caledonian Railway, and to pass from, in, through, or into the parishes, royal burghs, and other places following, or some of them, namely, the royal burghs of Glasgow and Rutherglen, the parish of Glasgow, and Blackfriars or College parish, and Saint John's parish of Glasgow, the Barony parish of Glasgow, and the parishes of Old Monkland, New Monkland, Bothwell, Shotts, Cambusnethan, Rutherglen, Cambuslang, Whit-

burn, Livingstone, West Calder, Mid-Calder, and Kirknewton, in the counties of Lanark, Linlithgow, and Edinburgh: as also to make and maintain a branch railway or branch railways, with all proper works and conveniences connected therewith, and approaches thereto, to diverge from and out of the said intended railway or railways above described, at or near to Newhouse, and to terminate at or near to the town of Airdrie, and to pass from, in, through, or into the following parishes and places, or some of them, namely, the parishes of Bothwell, New Monkland, Old Monkland, and Shotts, in the county of Lanark: as also to make and maintain a branch railway or branch railways, with all proper works and conveniences connected therewith and approaches thereto, to diverge from and out of the said intended railway or railways, first above described, at or near to Benhar, and to terminate at a point on the Edinburgh and Glasgow Railway at or near to Ratho by a junction with the said Edinburgh and Glasgow Railway, and to pass from, in, through, or into the following parishes and places, or some of them, namely, the parishes of Shotts, Whitburn, Bathgate, Livingstone, Ecclesmachan, Uphall, Kirkliston, Mid-Calder, and Ratho, in the counties of Lanark, Linlithgow, and Edinburgh.

And it is also intended, by the said Act or Acts, to incorporate a Company for making and maintaining the said railway or railways, 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 said railway or railways, branch railways and works, and to vary, alter, and 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 royal burghs, parishes, and places aforesaid, the turnpike and other roads, streets, railways, tramways, sewers, water-pipes, gas-pipes, 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 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, 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 Edinburgh and Glasgow Railway Company, 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, 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, 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 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 Edinburgh and Glasgow Railway passed in the first and second, the third and fourth, the fifth, the seventh and eighth, and the eighth and ninth years of the reign of Her present Majesty; 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 and sections, and duplicates thereof, describing the lines or situations and levels of the said intended railway or railways, 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 offices of the principal Sheriff-Clerk of the county of Lanark, at Glasgow and Hamilton; in the office of the principal Sheriff-Clerk of the county of Edinburgh, at Edinburgh; and in the office of the principal Sheriff-Clerk of the county of Linlithgow, at Linlithgow; and that a copy of so much of the said plans, sections, and book or books of reference as relates to each royal burgh or parish in or through which the said railway or railways, 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 dwelling-places of each such Schoolmaster or Session Clerk, and with the Town Clerk of the burgh of Rutherglen, at his office in Rutherglen, and the Town Clerks of the burgh of Glasgow, at their office in Glasgow.

Campbell and Tennents, 40, George-square,
Glasgow,
G. H. Lang, 37, Great George-street, West-
minster,

Solicitors for the Bill.

Glasgow, 16th October, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Manchester Royal Exchange Association to sue and be sued in the name of the Association, or in the name of some one of their directors or officers; and also for the powers usually conferred for the compulsory purchase of the lands and buildings necessary to be taken for the purpose of erecting such exchange, in the township of Manchester, in the parish of Manchester, in the county of Lancaster; and also for power to vary or extinguish all rights or privileges in any manner connected with the lands or buildings proposed to be taken for the same, and to confer other rights and privileges on the said Association; and in which Bill provision is also intended to be made to authorize the stopping up or diverting of certain roads, streets, and passages within the said township.

Dated this eighth day of November, 1845.

Slater and Heelis; W. and H. Ormerod,
Joint 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 make provisions for the endowment of the Master, Brethren, and Sisters of the Hospital of the Holy Jesus, founded in the manors in the town and county of Newcastle-upon-Tyne, and to ratify and confirm sales heretofore made of lands and hereditaments alleged to have belonged to the said Master, Brethren, and Sisters, and to remove and settle doubts as to the ownership of other estates and hereditaments alleged to have been part of the possessions of the said Master, Brethren, and Sisters, and to alter and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and control, regulate, and define the application of the property and funds belonging, or to belong to the said Master, Brethren, and Sisters, all which estates intended to be affected by the said Act are situate in the several parishes, townships, and places following, or some of them, (that is to say,) the parish or parochial chapelry of All Saints, and the parish of Saint Nicholas, both in the borough and county of Newcastle-upon-Tyne, the township of Walker, in the parish of Longbenton, and the township or hamlet of Whittle, in the parish of Shilbottle, all in the county of Northumberland, and the parish or parochial chapelry of Saint Helen's Auckland, in the parish of Saint Andrew Auckland otherwise South Church, in the county of Durham; and to make other provisions for the maintenance and regulation of the said hospital, and the inmates thereof, according to the provisions of a scheme to be approved by Her Majesty's Attorney-General, and generally to carry into effect the provisions of the said scheme.

Dated this seventh day of November, 1845.

John Clayton, Town Clerk, Newcastle-upon-Tyne.

NOTICE is hereby given, that an 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, with all proper approaches and conveniences, and with such piers, wharfs, landing-places, tramways, and other works as may be necessary in connexion therewith; the said railway as to one branch thereof, to commence at or near certain fields called Little Down and Great Down Brake, part of Hoodown Farm or estate, in the parish of Brixham, in the county of Devon, or one of such fields, and as to another branch thereof, to commence at or near Holwell Bottom, or certain fields respectively called Holwell, and at or near the township of Brixham, in the parish of Brixham aforesaid; and to terminate as to one branch thereof, at or near the city of Exeter, in the parish of Saint David, in the county of the said city of Exeter, or in the parish of Saint Sidwell, in the said county of the said city of Exeter, and as to another branch thereof, at or near the township of Crediton, in the parish of Crediton, in the said county of Devon; 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, hamlets, extra-parochial and other places following, or some of them, (that is to say,) Dartmouth otherwise Clifton, Dartmouth, Hardness, Townstall otherwise Tunstall, Saint Petrock, Saint Saviour, Kingswear, Brixham, Churston, Ferrers, Galmpton, Stoke Gabriel otherwise Stoke Saint Gabriel, Paignton, Goodrington, Preston, Marldon, Cockington, Tormoham otherwise Tor-Mohun, Tor, Torquay, Saint Mary Church, Edginswell, Ipplepen, Kingskerswell, Coffinswell, Abbotskerswell, Haccombe, Coombinteignhead, Wolborough, Newton-Abbott, Newton-Bushel, Highweek, Kingsteignton, Teigngrace, Ilsington, Bovey-Tracey otherwise South Bovey, Chudleigh, Hennock, Trusham, Christow, Ashton, Doddiscombesleigh, Bridford, Dunsford, Holcombe-Burnell, Dunchideock, Shillingford, Kenn, Kenton, Ide, Alphington, Saint Thomas the Apostle, Exwick, and Saint David, all in the said county of Devon; and Saint Edmund-on-the-Bridge, Saint David, and Saint Sidwell, in the said county of the city of Exeter; Doddiscombesleigh, Bridford, Dunsford, Tedburn Saint Mary otherwise Saint Mary Tedburn, Cheriton-Bishop, Whitstone, Saint Thomas the Apostle, Newton Saint Cyres, and Crediton, all in the said county of Devon.

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

And it is further proposed, in and by such intended Act or Acts to incorporate a company, for carrying into effect the objects aforesaid, with powers to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement for the purposes thereof, and with power to levy tolls, rates, and duties, for and in respect of the use of the said intended new works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet. And it is also intended to vary or extinguish all existing rights or privileges in any manner connected with or incident to such lands, houses, tenements, and hereditaments, 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 further proposed by the said Act or Acts, to enable the company so to be incorporated as aforesaid, to carry out any agreement or agreements, arrangement or arrangements which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole or of any part of the railway or railways which may be authorized to be made under the provisions of the said Act or Acts, with any other company or persons, and to grant a lease or leases of all or any part thereof: and to enable such other company or persons to purchase or rent, or to construct the works which may be so sold, let, or transferred to them, and to raise any fund, or to contribute to the capital requisite for the construction of the said proposed railway and works, to hold shares, or to have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company, to be incorporated as aforesaid, or on any portion thereof; and to enable the last-mentioned company to purchase, lease, or use any portion of the line or lines, stations, and other works connected therewith of any other railway or other company at present, or that may hereafter be formed.

And it is further proposed by the said Act or Acts to authorize and enable the said company so to be incorporated as aforesaid, to enter into any arrangement, contract, or contracts which they may think proper or expedient with the commissioners appointed for improving the harbour and market of Brixham aforesaid, in pursuance of an Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act for improving, enlarging, and maintaining the pier, harbour, and market of Brixham; in the county of Devon, and for the formation of a breakwater in Torbay," for the purchasing and holding the said pier, harbour, and works connected therewith, and so authorized to be made and constructed by the above-recited Act, and an Act therein recited and passed in the thirty-ninth year of the reign of His Majesty King George the Third, intituled "An Act to enable the lords of the manor of Brixham, in the county of Devon, to repair and enlarge, or rebuild the pier or quay at Brixham Quay, within the said manor, to improve the harbour there, to regulate the moorings of vessels therein, and to establish a market there." And also to enable the said commissioners to sell and dispose of all their right,

title, and interest in the said last-mentioned works to the said railway company, so to be incorporated as aforesaid for such sum, and upon such terms and conditions as shall be mutually agreed on, and for such purposes it is intended to alter, amend, extend, and enlarge the powers and provisions of the above recited Act of the first Victoria, and the Act therein also recited.

And it is further proposed by the said Act or Acts to authorize and empower the company to be incorporated as aforesaid to enter into any contract or contracts which they may think expedient with the proprietors of the floating bridge at Dartmouth, either for the purchase or lease of the said floating bridge and the ferry or ferries connected therewith, or any of them; and also to enable the said proprietors and persons interested in such last-mentioned property to enter into all necessary agreements or contracts for the sale and transfer of all their estate, right, title, and interest in such last-mentioned property, or any part thereof, for such sum or price as shall be mutually agreed on; and also to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the eleventh year of the reign of His Majesty King George the Fourth, intituled "An Act for establishing a Floating Bridge over the Harbour of Dartmouth, from or near to Lower Sand-quay Point to Old Rock, in the county of Devon, and for building Quays and Landing-places, and for making Roads and Approaches thereto, with Branches therefrom."

And notice is hereby further given, that it is intended by such Act or Acts to enable the company to be incorporated as aforesaid to take powers to carry out and give effect to any arrangements which have been, or may hereafter be made for the purchase or lease of any ferry or ferries across the harbour of Dartmouth, or the mouth of the river Dart, near the township of Dartmouth aforesaid.

And notice is hereby further given, that plans and sections, describing the lines and levels of the said intended new works, 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 Devon, at his office at the Castle of Exeter, in the said county of Devon; with the Clerk of the Peace for the borough of Dartmouth otherwise Clifton Dartmouth Hardness, at his office in the said borough; and with the Clerk of the Peace for the city and county of the city of Exeter, at his office in the said city; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes in or through which the said railway and 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 each such parishes respectively at their respective places of abode.—Dated this seventh day of November 1845.

P. Pearce, Newton Abbott, Devon; *John Whidborne*, Teignmouth, Devon; *S. Scarbrough*, Paignton, Devon; *Humphrys*, *Keightley*, and *Parkin*, London; Solicitors for the Bill.

Great Grimsby and Sheffield Junction Railway.
Extensions, No. 2.

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 session of Parliament held in the eighth and ninth years of the reign of her present Majesty Queen Victoria, 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 in such Bill or Bills, power will be applied for to make and maintain an extension of the said railway, commencing by a junction with the branch line of the said Great Grimsby and Sheffield Junction Railway, to the town of Market Rasen, in the parish of Middle Rasen, in the parts of Lindsey, in the county of Lincoln, and passing from, through, and into the several parishes, townships, and extra-parochial places of Middle Rasen, Middle Rasen Drax, Middle Rasen Topholme, Walesby, Tealby otherwise Tevilby, Risby, Market Rasen otherwise East Rasen, Linwood, Buslingthorpe, Lissington, Lissingley, Friesthorpe, Faldingworth, Snarford, Wickenby, Westlaby, Snelland, Swinethorpe, Reasby, Stainton by Langworth, Newball, Stainton by Langworth with Reasby and Newball, Claybridge, Rand, Bullington, Goltho-cum-Bullington, Mickelholme, Scothern, Scothern Grange, Sudbrooke, Sudbrooke Holme, Langworth, Barlings, Reepham, Fiskerton, Nettleham, Greetwell, Canwick, Cherry Willingham, liberty of the Monks, Monks Leys, Monks Liberty, in the parts of Lindsey, in the said county of Lincoln, Washingborough, Bracebridge, Waddington, Heighington, Branston, Canwick, Canwick Common, Canwick South Common, in the parts of Kesteven, in the county of Lincoln, the liberty of the Monks, Monks Liberty, Monks Leys, the Monks, Saint Benedict, Saint Botolph, Saint Mark, Saint Martin, Saint Mary-le-Wigford, Saint Nicholas in Newport, Saint Nicholas, Saint Peter at Arches, Saint John, Saint John in Newport, Saint Margaret, Saint Mary Magdalene, Saint Michael on the Mount, Saint Paul, the liberty of Beaumont Fee, Bracebridge, Waddington, Saint Peter in Eastgate, Saint Peter at Gowts, Saint Swithin, Brayford, Brayford Mere, The Holmes, Branston, Canwick, Canwick Common, Canwick South Common, Witham Banks, Fosdyke Banks, Washingborough, Heighington, in the city of Lincoln, and county of the same city, or the liberties thereof; or some of them; and terminating in the parish of Saint Mark, in the city of Lincoln, and county of the same city, or the liberties thereof, either by a distinct terminus there, or by a junction or junctions with the line of the Nottingham, Newark; and Lincoln Railway, now in course of construction. And also for power to make and maintain the following branch railways, (that is to say,) a branch railway commencing by a junction

with the said extension line of the said Great Grimsby and Sheffield Junction Railway, at or near Greetwell, in the parish of Greetwell, in the parts of Lindsey, in the county of Lincoln, and passing from, in, through, and into the several parishes, townships, and extra-parochial places of Greetwell, Cherry Willingham, Willingham Cherry, Reepham, Fiskerton, Barlings, Stainfield, Stainfield Common, Short Ferry, Snakeham, Snakum, Bardney, Bardney Dairies, Southrow, Southrey, Southry, Topholme, Topholme Abbey, Bucknall, Campney, Campney-lane, Gautby, Horsington, Hawstead, Horsestead, Stixwold, Stixwold, Reeds Beck, Poolham, Edlington, Edlington-cum-Poolham, Woodhall, Thornton, Thornton by Horncastle, Martin, Dalderby, Scrivelsby, Thimbleby, Langton by Horncastle, Langton, West Ashby, Horncastle, in the parts of Lindsey, in the county of Lincoln; Heighington, Washingborough, Washingbrough, Washingburgh, Branston, Branston Fen, Witham Banks, Potter Hanworth, Hanworth Booths, in the parts of Kesteven, in the county of Lincoln; Branston, Branston Fen, Witham Banks, in the city of Lincoln, and county of the same city, or the liberties thereof, and terminating at or near the town of Horncastle, in the parish of Horncastle, in the parts of Lindsey, in the county of Lincoln. Also another branch railway from and out of the said extension line of railway, commencing by a junction, or junctions therewith, in the township of Langworth, in the parish of Barlings, in the parts of Lindsey, in the county of Lincoln, and passing from, through, and into the several parishes, townships, and extra-parochial places of Langworth, Reepham, Fiskerton, Barlings, Cherry Willingham, Willingham Cherry, and Witham Banks, in the parts of Lindsey, in the county of Lincoln; Witham Banks, Washingborough, Washingbrough, Washingburgh, Washingborough Fen, Common Square, Heighington, Branston, Branston Fen, and Potter Hanworth, in the parts of Kesteven, in the county of Lincoln; Witham Banks, Branston, Branston Fen, in the city of Lincoln, and county of the same city, or the liberties thereof, and terminating in the parish of Branston, in the parts of Kesteven, in the county of Lincoln, or in the city of Lincoln, and county of the same city, or the liberties thereof, either by a distinct terminus there, or by a junction or junctions with the intended line of the Cambridge and Lincoln Railway. Also another branch railway, commencing by a junction, or by two separate junctions with the branch line of the said Great Grimsby and Sheffield Junction Railway to New Holland, in the parish of Barrow-upon-Humber, passing from, through, and into the several parishes, townships, and extra-parochial places of Barrow-upon-Humber, Barton Saint Peter, Barton Saint Mary, Barton Saint Mary and Saint Peter, and Barton-upon-Humber, and terminating at or near the turnpike road, in the parish of Barton Saint Mary, all in the parts of Lindsey, in the county of Lincoln.

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

of them, for the working and using the said extensions 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 extensions and branch railways 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 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 extensions 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 extensions 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 extensions and branch railways, and the works connected therewith respectively, and the lands 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, on or before the thirtieth day of November next, be deposited for public inspection at the office of the Clerk of the Peace for the said parts of Lindsey, in the said county of Lincoln, at Spilsby; at the office of the Clerk of the Peace for the parts of Kesteven, in the said county, at New Sleaford; and at the office of the Clerk of the Peace for the city of Lincoln, and county of the same city, at Lincoln; 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 extensions and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this thirtieth day of October, 1845.

Haywood, Bramley, and Gainsford; Smith and Hinde, Solicitors, Sheffield.

Direct East and West 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 to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway or railways, with all proper works and conveniences connected therewith, to commence at or near the railway station of the Oxford, Worcester, and Birmingham Railway, at or near to the town of Kidderminster, situate in the

county of Worcester, and to terminate either by a distinct terminus or by a junction with the proposed Hereford and Monmouth Railway, or any other railway or railways at or near to the town of Leominster, in the county of Hereford, or at or near to the city of Hereford, in the county of Hereford, with all proper works and conveniences connected therewith respectively; which said railway or railways is or are intended to pass from, in through, or into the several parishes, townships, townlands, extra-parochial, or other places following, or some of them; (that is to say,) the town and borough of Kidderminster, Kidderminster Foreign, Blakestone, Blakedown, Commerton or Comberton, Broadwaters, Dunclent, Eyemore, Franche, Haberley, Hoarstone or Warstone, Hurcott, Puxton, Trimpley, Wannerton,, Wribbenhall, Lower Mitton or Stourport Town, Hartlebury, Stone, Wolverley, Cookley, Ribbersford, Bewdley borough, Rock, Heightington, Alton, Upper and Lower Lindons, Hollin and Stildon, Rock and Sneade, More and Cunningsworth, Bayton, Mamble, Knighton-on-Teme with Newnham, Pensax, Lindridge, Tenbury Berrington, Lower Berrington, Sutton, Tenbury Foreign with Kyrewood, Eastham and Stockton, in the county of Worcester, and Over or Upper Areley, in the county of Stafford; and Dowles, Kingswood, Stottesden, Kinlet, Earnwood, Cleobury Mortimer, Neen or Upper Neen, Neen Sollars or Lower Neen, Milson, Boraston, Burford, Cainham, and Bennett's End, in the county of Salop; and Rochford, Little Hereford, Greete, Kimbolton, Upton, Middleton-on-the-Hill, Brimfield, Eye, Luston or Leysters, Eyeton, Moreton and Ashton, and the town, borough, and parish of Leominster, Brierley, Broadwood, Cholstrey, Eaton, Hide and Wintercote, Ivington, Newtown, Stagbatch, Stretford and Henner, Wharton, Stoke Prior, Risbury, Whickton, Humber, Ford or Ford Bridge, Ivington Camp, Hope-under-Dinmore, Bodenham, Bowley, Bryan Mound, Whitechurch Mound, The Moor, Dinmore (Preceptory), Wellington, Westerton Chapel, Marden, Amberley, Wisterstone, Moreton-upon-Lugg, Sutton Saint Michael, Sutton Saint Nicholas, Pipe and Lyde, Withington, Holmer, Huntington, Lugwardine, Hereford city and county, All Saints, Grafton, Saint John Baptist, Saint Martin, Saint Nicholas, Saint Owen, and Saint Peter, all in the county of Hereford. And notice is further given, that it is also intended to apply for powers to be granted in the said Bill or Bills to authorise the deviating from the line or lines as laid down on the plans hereinafter mentioned, to the extent defined thereon. And notice is further given, that it is intended by the said Bill or Bills to obtain powers for the compulsory purchase of lands, houses, or other property, to be described on the said plans, and to levy tolls, rates, and duties on, for, and in respect of the use of the said intended railway or railways, works, and conveniences, and to alter any existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges. 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 purpose of such proposed railway or railways, works, and conveniences. And notice is hereby further given, that plans and sections, and also duplicates thereof, describing the lines, levels, and situations of the said intended railway or railways 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 to the said 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 instant, with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in the said county of Worcester; with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in the said county of Stafford; with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the said county of Salop; with the Clerk of the Peace for the county of Hereford, at his office at Hereford, in the said county of Hereford. 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 in or through which the said intended railway or railways and works, or any part thereof, is or are intended to be made or maintained [will be deposited with the parish clerk of each of such parishes.

Dated this eighth day of November 1845.

John Owens, Joseph Alexander James Macgregor, Solicitors to the Bill, Parliamentary Offices, 14, Abingdon-street, Westminster.

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 a branch or branches therefrom, together with all proper and necessary stations, bridges, approaches, roads, wharfs, quays, warehouses, and other works, communications, erections, and conveniences connected therewith, commencing at or near to the High Street, in the parish of Saint Mark, in the City of Lincoln, and county of the same city, and terminating at or near to the town of Great Grimsby in the parish of Great Grimsby, in the parts of Lindsey, in the county of Lincoln. And which said intended railway or railways and works will pass or be made from, in, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial and other places following, or some of them, (that is to say), Saint Mark, Saint Peter at Gowts, Saint Botolph, Saint Mary-le-Wigford, Saint Benedict, Saint Martin, Beaumont-Fee, the liberty of Beaumont-Fee, Saint Peter at Arches, Saint Michael on the Mount, Saint

Paul, Saint Mary Magdalen, Saint Nicholas, Saint John, Saint Margaret, Saint Peter in Eastgate, Saint Swithin, The Holmes, Holmes Common, Canwick, Canwick Common, Canwick South Common, Fossdyke navigation, Fossdyke banks, Witham banks, Monks Leys, The liberty of the Monks, Monks Liberty, in the City of Lincoln, and County of the same City, or the liberties thereof; Also Burton, Burton by Lincoln, Fossdyke navigation, Fossdyke banks, Riseholm, Grange de Lings, Nettleham, Canwick, Greetwell, Witham banks, Cherry Willingham, Fiskerton, Reepham, Sudbrooke, Barlings, Barlings with Langworth otherwise Barlings, Langworth, Stainton, Stainton cum Newbold otherwise Stainton cum Newball, Reasby, Newbold otherwise Newball, Colsted, Coldsted, Couldstead, Knaves-acre otherwise Staves-acre, Stainfield, Apley otherwise Apley, Apley with Kingthorpe otherwise Kingthorpe and Hop Lane otherwise Hoop Lane, Kingthorpe otherwise Kingthorpe, Hop Lane otherwise Hoop Lane, Langton Wood house, Goltho, Goltho cum Bullington, Bullington, Langton by Wragby, Langton by Wragby with Langton hill Low Langton and Strubby, Langton, Langton hill, Low Langton, Strubby, Langton in the Briars, Langton south of the Church, Langton Wood, Wragby, or some of them, in the parts of Lindsey, in the county of Lincoln. Also Skellingthorpe, Bracebridge, Fossdyke navigation, Fossdyke Banks, Witham banks, Boultham, Canwick, Canwick South Common, Canwick Common, the Holmes, the Holmes Common, Branston, Washingborough, Heighington, or some of them, in the parts of Kesteven, in the county of Lincoln. Also West Barkwith, East Barkwith, West Torrington, Holton, Beckering, Holton le Beckering, Holton cum Beckering, Holton le Beckering otherwise Holton, Rand cum Fulnetby otherwise Rand, Fulnetby, Claybridge, Wickenby cum Westlaby, Wickenby, Westlaby, Rose dale, Lissington, Lissing Leys, Buslingthorpe, Faldingworth, Friesthorpe, Lin wood, Torrington, East Torrington, Legsby, Legsby, Legsby cum Bleasby, Legsby otherwise Legsby with Bleasby and Collow, Bleasby, Collow, Market Rasen otherwise East Rasen otherwise East Raisen, Market Rasen, East Rasen, East Raisen, Middle Rasen Tupholme, Middle Rasen Drax, Middle Rasen, Middle Raisen, Rasen, West Rasen, Rasen, Walesby, Walesby with Otby and Risby otherwise Walesby, Otby, Risby, High Risby, North Willingham, Willingham, Tealby otherwise Tevilby, Tealby, Tevilby, Bayons manor, Hamilton hill, Tealby Thorpe, Kirmond-le-Mire otherwise Kevermund, Ludford Parva, Ludford Magna, Ludford, Thorpe La Vale, Thorp-le-mire, Stainton-le-Vale otherwise Stainton-le-Hole, Thoresway, Croxby, Cuxwold otherwise Cokeswold, Orford, Binbrook, Binbrook Saint Gabriel, Binbrook Saint Mary, Swinhop, Swinhope, Wold Newton, Thorganby, Ravendale, East Ravendale, West Ravendale, Randall, Great Randall, Little Randall, Hatcliffe, Gunnerby, Gunnaby, Beelsby, Barnoldby-le-Beck, Bradley, Waltham otherwise Whattam, Waltham, Whattam, Brigsley, Ashby, Fenby, Ashby cum Fenby, Lacey, Swallow,

Irby otherwise Irby upon Humber, Irby, Aylesby, Ailsby, Holton-le-Clay, Humberstone, Humberston, Scartho, Scartho cum Cleethorpes, Clee, Cleethorpe otherwise Cleethorpes, Cleathorpe, Oole, Hoole, Itterby, Thrunscoe, Wellow Weelsby, Weelsby, Great Cotes otherwise Great Coates, Little Cotes otherwise Little Coates, Grimsby, Grimsby Saint Mary, Grimsby Saint James, the borough of Grimsby, the liberty of Grimsby, Wellow, Great Grimsby, or some of them, in the parts of Lindsey, in the county of Lincoln.

Also for making and maintaining a railway or railways, from the said intended railway or railways, commencing at or near to the town of Wragby, in the parish of Wragby, in the parts of Lindsey in the county of Lincoln, and terminating in the parishes of Louth, and South Elkington, or one of them, at or near to the town of Louth, in the parts of Lindsey, in the county of Lincoln, and which last-mentioned railway or railways will pass and be made from, in, through, or into, the several parishes, townships, townlands, hamlets, liberties, and extra-parochial, and other places, following, or some of them, that is to say, Wragby, Holton, Beckering, Holton-le-Beckering, Holton-cum-Beckering otherwise Holton, Rand, Fulnetby, Claybridge, Rand-cum-Fulnetby, Goltho, Goltho-cum-Bullington, Bullington, Colsted, Coldsted, Couldstead, Apley otherwise Appley, Apley with Kingthorpe otherwise Kingsthorpe and Hop-lane otherwise Hoop-lane, Kingthorpe, Kingsthorpe, Hop-lane, Hoop-lane, Langton Wood House, Knaves Acre otherwise Stavesacre, Stainfield, West Torrington, East Torrington, West Barkwith, East Barkwith, Hainton, South Willingham, Biscathorpe, Biscarthorpe, Benniworth, Benningworth, Donington-upon-Bain, Langton-by-Wragby, Langton-by-Wragby with Langton-hill Low Langton and Strubby, Langton, Langton-hill, Low Langton, Strubby, Langton-in-the-Briars, Langton south of the Church, Langton Wood, Hatton, Hatton Sykes, Sturton, Great Sturton, Sturton Magna, High Thorpe, Low Thorpe, Middle Thorpe, Sturton Stoups otherwise Sturton Stoops, Ranby, Goulceby, Goulceby, Asterby, Asterby-cum-Goulceby, Scamblesby, Cawkwell, Panton, Solby, Market Stainton, Stenigot, Stennigote, Withcall, Tathwell, Doven-dale, Cadwell, Great Cadwell, Little Cadwell, Welton-le-Wold, Welton, South Elkington, Acthorpe, Hagthorpe, Coach Grange, Coates Grange, Hallington, Raithby, Maltby, Raithby-cum-Maltby, Raithby-cum-Hallington, Fanthorpe, Louth, in the parts of Lindsey, in the county of Lincoln.

Also for making and maintaining a railway or railways from the said first-mentioned intended railway or railways commencing at or near to the town of Wragby, in the parish of Wragby, in the parts of Lindsey, in the county of Lincoln, and terminating in the parishes of Thornton and Horncastle, or one of them; at or near the town of Horncastle, in the parts of Lindsey, in the county of Lincoln.

And which last-mentioned railway or railways will pass and be made, from, in, through, or into, the several parishes, townships, townlands, hamlets, liberties and extra-parochial and other places following, or some of them, (that is to say), Wragby,

Goltho, Goltho-cum-Bullington, Bullington, Colsted, Coldsted, Couldstead, Langton by Wragby, Langton by Wragby with Langton-hill Low Langton and Strubby, Langton, Langton-hill, Low Langton, Strubby, Langton-in-the-Briars, Langton south of the Church, Langton Wood, Apley otherwise Appley, Apley with Kingthorpe otherwise Kingsthorpe and Hop-lane otherwise Hoop-lane, Kingthorpe, Kingsthorpe, Hop-lane, Hoop-lane, Langton Wood house, Knavesacre otherwise Stavesacre, Panton, Hatton, Hatton Sykes, Hallam, Minting, Maintring, Gautby, Waddingworth, Wispington, Sturton, Great Sturton, Sturton Magna, High Thorpe, Low Thorpe, Middle Thorpe, Sturton Stoups otherwise Sturton Stoops, Baumber, Baumburgh, Little Sturton, Little Stourton, Stourton Hall, Hemingby, Hemmingby, West Ashby, Ashby Thorpe, High Thorpe, Middle Thorpe, Near Thorpe, Far Thorpe, Low Thorpe, Edlington, Thimbleby, Thornton, Thornton-le-Fen, Horncastle Navigation, Langton by Horncastle, Toynton otherwise Toynton all Saints, Low Toynton, Low Tointon, High Toynton, High Tointon, Mareham on the Hill, Horncastle, in the parts of Lindsey, in the county of Lincoln.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with books of reference thereto, will be deposited for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby, in the said county.

Also with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at Sleaford, in the said county of Lincoln.

Also 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 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, from in through or into which the said 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 his or her place of abode.

And notice is hereby also given, that it is intended to apply to Parliament for power to make lateral deviations from the line of the proposed works to the extent, or within the limits defined upon the plans hereinbefore mentioned or referred to; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railways, and tram roads, within the parishes, townships, townlands, hamlets, liberties, 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, branch or branches, or any of them, or the works, stations, and conveniences connected therewith respectively.

And also to authorize junctions with any railway or railways at their commencement or terminations, or in the line or course of such railway or railways, and branch or branches, respectively, and with powers also to sell or lease such railway or rail-

ways, and branch or branches, respectively, to any other railway company or other company or companies, and to enable any such company or companies to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills, in connexion therewith, and to enter into such arrangements as may seem expedient, or to amalgamate and become incorporated with such company or companies, or otherwise to purchase or rent, and to use and work the railway and works belonging to any such company or companies, and to enable any such company or companies to sell or lease the same.

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 works, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments necessary for the making and completion of the said undertaking. And to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the object aforesaid.

And also to levy tolls, rates, and duties upon, or in respect of the said railway or railways, 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.

Dated this tenth day of November 1845.

Frederick Carritt, 5, Guildhall-chambers,
Basinghall-street, London, Solicitor for
the said Bill.

Williamson, Hill, and *Lefroy*, 2, Great
Scotland-yard, Westminster, Agents for
the said Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to authorize and legalize the purchase of certain pieces of water called "The Gulf," or Dagenham Breach, situate and being at Dagenham and Hornchurch, or one of them, in the county of Essex, and of all or any of the lands, tenements, fore-lands, reed-shores, river-walls, and premises near to the same in such parishes respectively, and to widen, deepen, extend, enlarge, reduced, or otherwise alter the same, for the reception, loading and unloading, accommodation, and better securing of ships, steam-boats, colliers, and other vessels, and to make, form, and maintain certain docks, basins, reservoirs, and entrances to them from the river Thames there, and to cut, excavate, and remove the soil and bed of the said river Thames below low-water mark, and also to make and form all requisite walls, locks, sluices, bridges, lolphins, piers, jetties, landing places, works, and conveniences connected therewith, and wharfs, ware-

houses, sheds, and other buildings, for the depositing, warehousing, storing, and custody of merchandize, goods, coals, and other articles; and also to alter and divert the course or line of any streams, rivers, sewers, and waters running into the said gulf, waters, and docks, or by the sides thereof, or of the proposed railway hereafter described.

And notice is hereby also given, that application is intended to be made to Parliament in the next session for an Act to authorize the making and maintaining of a railway with all proper bridges, roads, works, stations, and conveniences connected therewith commencing at or near to the said gulf, waters, docks, warehouses, and wharfs, in the said parish of Dagenham, in, through, and to the Eastern Counties Railway at and in the said parish of Dagenham; and also to authorize a junction with the said Eastern Counties Railway in the said parish or junctions with any other railway or railways which may hereafter be made in or through the said parish of Dagenham, or near to the said gulf, waters, docks, warehouses, wharfs, and works and to make, construct, and maintain approaches, communications, and other conveniences, to join all or any of the said railways respectively. And it is also intended to take powers in the said Act to deviate to the extent of one hundred yards from the lines intended to be shown on the plan hereafter mentioned of the said intended docks, jetties, piers, landing places, wharfs, buildings, works, conveniences, railway, and junctions.

And notice is hereby given, that it is intended to apply for leave to incorporate a company for either or both of the purposes aforesaid, and for raising money for the several purposes of the said Act, and for carrying out such measures respectively, by the creation of shares or some other mode to be by the said Act or Acts authorized and provided for. And it is intended to apply for powers for the compulsory purchase of such lands, waters, houses, forelands, reed-shores, river-walls, and other premises and property, and the respective interests therein, for all or any of the purposes aforesaid, and for collecting, levying, and taking tolls, rates, and duties, and to make charges for the entering, lying in, using, and remaining in the said docks, warehouses and wharfs, and for using and travelling upon the said intended railway, and to vary and extinguish all existing rights, interests, and privileges connected with such gulf, waters, houses, lands, reed-shores, forelands, river-walls, premises, and other property proposed to be taken for all or any of the purposes aforesaid. And it is intended also to apply for power to stop up, alter, vary, and divert the lines, levels, and inclinations of certain embankments, walls, streams, sewers, drains, waters, and watercourses, highways, roads, paths, and passages, where requisite for the construction, making, and maintaining of such docks, warehouses, wharfs, and railway, or all or any of them respectively, and to make others in lieu thereof. And it is also proposed in and by the said Act and Acts, to empower the said company to be thereby incorporated to let on lease, sell, or transfer, the said intended docks, wharfs, railway,

and other works, or any part of the same, or the tolls or other receipts thereof, to any other company or companies, or persons, 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 Act or Acts; and to authorize such other company or companies, or persons, as aforesaid, to purchase, rent, work, or construct the said intended docks, wharfs, railway, and other works, or any part of the same, and to take tolls, duties, and other sums upon or in respect thereof, and to raise money for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November now instant, a plan and section, describing the said gulf, waters, lands, tenements, forelands, reed-shores, river-wall, and the lines and levels of the said intended railway, and the other property proposed to be taken for the purposes aforesaid, and a duplicate of such plans and sections, together with a book of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and the occupiers of such gulf, waters, houses, lands, reed-shores, forelands, river-walls, and premises respectively, and a duplicate thereof will be deposited with the Clerk of the Peace of the said county of Essex, at his office at Chelmsford, in the said county. And also that on or before the thiriy-first day of December now next, a copy of the said plan, section, and book of reference, will be deposited for public inspection with the parish clerks of the said respective parishes of Dagenham and Hornchurch, at their respective places of abode.

Dated this sixth day of November 1845.

George Dacre, Stratford, Essex.

Reading and Reigate Atmospheric 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 and necessary works and conveniences connected therewith, commencing by a junction with the Great Western Railway, at or near the town of Reading, in the parish of Saint Lawrence, Reading, in the county of Berks, and terminating at or near to the junction station of the Brighton and South-Eastern Railways, in the parish of Reigate, in the county of Surrey, which said intended railway or railways and works connected therewith will pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial and other places following, or some or one of them (that is to say), Saint Lawrence, Reading; Saint Mary, Reading; Saint Giles, Reading; Whitley, Sonning, Earley otherwise Earleigh, Woodley and Sanford, Loddon Bridge, Hurst, Winnersh otherwise Winnersh in Hurst, Whitley, Newland otherwise Newland in Hurst, Sindleham otherwise Sinsham, King-street, Wokingham otherwise Oakingham, Wokingham other-

wise Oakingham Town, Easthampstead, Finchampstead, Sandhurst, in the county of Berks; Yateley, Blackwater, the tithing of Hawley, the tithing of Cove, the parish of Farnborough, in the county of Southampton; Frimley, York Town, Ash, Chobham, Bisley, Pirbright, Normandy, Wyke otherwise Wick otherwise Week, Seale, Tongham, Wanborough, Puttenham, West End, Worplesdon, Stoke next Guildford, Saint Nicholas, within and without the borough of Guildford, Saint Mary the Virgin, in Guildford, Holy Trinity, within and without the borough of Guildford, Womersley, Bramley, Chilworth, Saint Martha on the Hill, Merrow, East Clandon, West Clandon, Ockham, Farncombe, Artington otherwise Artingdon otherwise Ertington otherwise Ertingdon, Compton, Shalford, Cranley, Ewhurst, Albury, Shere otherwise Shiere otherwise Sheire, West Horsley, East Horsley, Effingham, Great Bookham, Little Bookham, Gumshall otherwise Gomshall otherwise Gome-shall, Abinger, Milton, Wotton, otherwise Wootton otherwise Wotten otherwise Wootten, Westcot otherwise Westcote, Dorking otherwise Darking, Brockham, Betchworth otherwise Bechworth otherwise Beechworth, Leigh, Headley otherwise Hedley, Mickleham, Buckland, Walton-on-the-Hill, King's Wood, Chipstead, Gatton, Reigate, borough of Reigate, Foreign of Reigate, Nutfield, Merstham, Bletchingley otherwise Bleachingley, and Charlwood, in the county of Surrey.

And notice is hereby further given, that duplicate plans and sections, describing the lines and levels of the said intended railway or railways, and works, and the lands proposed to be taken for the purposes thereof, together with the books of reference thereto, containing the names of the owners, lessees, and occupiers of such lands, will be deposited for public inspection on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the said county of Berks, at his office in Abingdon; and with the Clerk of the Peace for the borough of Reading, at his office in Reading aforesaid; and with the Clerk of the Peace for the said county of Southampton, at his office in Winchester; and with the Clerk of the Peace for the said county of Surrey, at his office in North-street, Lambeth; and with the Clerk of the Peace of the borough of Guildford, at his office at Guildford aforesaid, and a copy of so much of such plans and sections as relate to each parish in or through which the said intended railway or railways and works are intended to be made, together with a book of reference thereto, will be deposited on or before the thirty-first day of December in the present year 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 or railways and works to such extent as will be shown or defined on the said plans, and to stop up, alter, cross, and divert such highways, turnpike, and other roads, ways, streets, railways, tramways, bridges, passages, canals, navigations, rivers, streams, brooks, and watercourses within the

several parishes, townships, townlands, and extra-parochial and other places aforesaid, as it may be necessary to stop up, alter, cross, or divert for the purpose of constructing the said proposed railway or railways and works connected therewith respectively; and it is further proposed in and by the said Act or Acts, to take powers to incorporate a company for carrying into effect the objects aforesaid, with full power to purchase and take lands, houses, tenements, and hereditaments by compulsion or agreement for the purposes thereof, and to vary or extinguish all rights and privileges in any manner connected therewith; and to levy tolls, rates, and duties for or in respect of the said proposed railway or railways and works; and to grant certain exemptions from such tolls, rates, and duties.

And it is further proposed, in and by the said Act or Acts, to enable the company thereby to be incorporated as aforesaid, to carry out any agreement or agreements, arrangement or arrangements which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole or any part of the said railway or railways which may be authorized to be made under the provisions of the said intended Act or Acts with any other company or persons; and to grant a lease or leases of all or any part thereof; and to enable such other company or persons to purchase or rent, or to construct the works which may be so sold, let, or transferred, or leased to them; and to raise any funds, or to contribute to the capital requisite for the construction of the said proposed railway or railways and works; and to hold shares, or have any other interest therein; or to guarantee interest or profit on the capital or outlay of the company to be incorporated as aforesaid, or on any portion thereof; and also to enable the said company to purchase or take a lease or leases of any shares, rights, or interests in any other railway or railways, or any part or parts thereof respectively.

S. P. B. Hook, W. W. Oldershaw, Joint Solicitors to the Reading and Reigate Atmospheric Railway Company.

Brighton, Lewes, and Tonbridge Wells Direct Railway.

Hallett's Line.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for one or more Bill or Bills to authorize the making and maintaining of a railway, with all proper works and conveniences connected therewith, commencing either by an independent terminus, or by a junction with the Lewes and Keymer branch of the Brighton, Lewes, and Hastings Railway, at or near a field known by the name of the Woodcock Field, in the parish of Saint John under the Castle of Lewes, in the county of Sussex, and terminating either by an independent terminus at or near a certain common known by the name of Tonbridge Wells Common, in the parish of Speldhurst, in the county of Kent, or by

a junction with the Tonbridge and Tonbridge Wells branch of the South Eastern Railway at or near a place known as the Bath Yard, at Tonbridge Wells, in the parish of Tonbridge, in the county of Kent; and which said railway will pass or be made from, in, through, or into the several parishes, townships, townlands, hamlets, or extra-parochial or other places of Saint John the Baptist, Southover, near Lewes; All Saints in Lewes, Saint Michael in Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann, the precincts of the castle of Lewes, Saint John under the castle of Lewes, South Malling, Saint Thomas à Becket-in-the-Cliffe near Lewes otherwise Saint Thomas-in-the-Cliffe near Lewes, Hamsey, Barcombe, Ringmer, Isfield, Horsted Parva commonly called Little Horsted, Uckfield, Framfield, Mayfield, Buxted, Rotherfield, Withyham, Frant, and part of Groombridge, or some of them, in the said county of Sussex; and Speldhurst, Tonbridge, and part of Groombridge, in the county of Kent, or some of them; and it is intended to apply for powers to make lateral deviations from the line of the proposed work, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streams, sewers, canals, navigations, railways or tramroads, within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purpose of making and maintaining, or more conveniently making and maintaining, or using the said railway, or any of the works and conveniences connected therewith.

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 Sussex, at his office at Lewes in the said county, and with the Clerk of the Peace for the county of Kent, at his office in Maidstone in the said county, on or before the twenty-ninth 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 railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

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

tions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the Brighton, Lewes, and Hastings Railway Company, the South Eastern Railway Company, or any other railway company or companies with whose line the said intended railway and works may unite, and to delegate to the said Brighton, Lewes, and Hastings Railway Company, the South Eastern 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 Brighton, Lewes, and Hastings Railway Company, and South Eastern Railway Company, or such other company or companies 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 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, 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 said Brighton, Lewes, and Hastings Railway Company, or South Eastern Railway Company, or either of them, with the company or companies proposed to be incorporated by the said Bill or Bills, 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; 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 Brighton, Lewes, and Hastings Railway Company following, that is to say, An Act passed in the Session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from the London and Brighton Railway to Lewes and Hastings, with a branch therefrom, all in the county of Sussex;" 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 enable the Brighton, Lewes, and Hastings Railway Company to make a branch railway from Southover, Lewes, to join the London and Brighton Railway at Keymer;" and another Act passed in the same session, intituled "An Act to enable the Brighton, Lewes, and Hastings Railway Company to make a railway from Bulverhithe, in the county of Sussex, to Ashford, in the county of Kent."

Also the following Acts relating to the South Eastern Railway, 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 a Railway from the London and Croydon Railway to Dover, to be called The South Eastern Railway;" an Act passed in the first year of the reign of Her present Majesty, intituled "An Act to alter and extend the Line of the South Eastern Railway, and to amend the Act relating thereto;" 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 amend the Acts relating to the South Eastern Railway;" 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 alter and divert the Line of the South Eastern Railway, from a point thereon, in the parish of Chiddingstone, in the county of Kent, so as to join the London and Brighton Railway at or near Redstone-hill, in the parish of Reigate, in the county of Surrey;" an Act passed in the session of Parliament held in the third and fourth years of the reign of Her said present Majesty, intituled "An Act to alter and divert a portion of the Line of the South Eastern Railway, in the county of Kent;" an Act passed in the session of Parliament held in the fifth and sixth years of the reign of Her said present Majesty, intituled "An Act to enable the South Eastern Railway Company to raise a further sum of money, and to amend the Acts relating to the said Railway;" an Act passed in the session of Parliament held in the sixth and seventh years of the reign of Her said present Majesty, intituled "An Act to enable the South Eastern Railway Company to extend the Line of their Railway into the town of Dover, and to confer other powers and privileges on the said Company;" and another Act passed in the same session of Parliament, intituled "An Act to enable the South Eastern Railway Company to make a Branch Railway to the town of Maidstone;" and another Act passed in the same session of Parliament, 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;" 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 enable the South Eastern Railway Company to make a Railway from the said South Eastern Railway, near Ashford, to the city of Canterbury, and the towns of Ramsgate and Margate, and to join the Canterbury and Whitstable Railway;" and another Act passed in the same session of Parliament, 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;" 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 enable the South Eastern Railway Company to make or complete a Branch Railway from the South Eastern Railway at Tonbridge to Tonbridge Wells;" and another Act passed in the same session, intituled "An Act to enable the South Eastern Railway Company to widen certain parts of the London and Greenwich Railway;" and another Act passed in the same session, intituled "An Act to enable the South Eastern Railway Company to alter and extend the Canterbury, Ramsgate, and Margate Branch of the said South Eastern Railway, and to make a Branch therefrom to Deal, and to purchase the Canterbury and Whitstable Railway, and for other purposes connected with the said Railway."

Dated this fifth day of November 1845.

W. B. James, Solicitor to the Company.

Metropolitan Railways Junction Company.

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 railway hereinafter mentioned, with all proper works, approaches, and conveniences connected therewith; that is to say, a railway commencing by a junction with the line of the London and Brighton Railway, and the South Eastern Railway, or either of them, at or near the Red Hill Station, on the said railways, in the parish of Reigate, and county of Surrey, passing thence by or near to the towns of Reigate, Dorking, Leatherhead, Weybridge, Egham, Datchet, Slough, Uxbridge, Rickmansworth, Watford, Saint Albans, Hatfield, Hertford, Ware, Harlow, Chelmsford, and Billericay, or some of them, and terminating at or near the River Thames near Tilbury Fort, in the parish of West Tilbury, in the county of Essex; or commencing and terminating at some intermediate point or points, between the points of commencement and termination hereinbefore specified, which said intended 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, or some of them, (that is to say) Red Hill, Hooley, Linkfield Street, Charlwood, Bletchingley otherwise Blechingley, Merstham, Nutfield, Reigate otherwise Ryegate, Borough of Reigate otherwise Ryegate, Foreign of Reigate otherwise Ryegate, Gatton, Chipstead, Horley, Banstead, Kingswood, Ewell, Walton otherwise Walton-on-the-hill, Buckland, Mickleham, Headley otherwise Hedley, Charlwood, Leigh, Newdigate, Betchworth otherwise Beachworth otherwise Bechworth otherwise Beechworth, Brockham, Dorking otherwise Darking, The Holmwood, Westhumble, Stoke De Abernon otherwise Stoke D'Abernon, otherwise Stoke De Alborne, Effingham, Little Bookham, Great Bookham, Fetcham, Leatherhead otherwise Leatherhed otherwise Letherhed otherwise Letherhead, Ashtead otherwise Ashstead, Chessington, Wisley, Ockham, Esher, Cobham,

Ockshot, Byfleet, Hersham, Walton-upon-Thames, Weybridge, Chertsey, Thorp otherwise Thorpe, and Egham, all in the county of Surrey. Wyrardisbury otherwise Wraysbury, Horton, Datchet, Upton cum Chalvey, Wexham, Stoke Poges, Langley Marsh, Iver, and Denham, all in the county of Buckingham. Hillingdon, Uxbridge in the parish of Hillingdon, Ickenham, Ruislip, Eastcott, Harefield, and Pinner, all in the county of Middlesex. Rickmansworth otherwise Rickmersworth, Rickmansworth otherwise Rickmersworth Town Hamlet, Mill End, West Hyde otherwise West Hide, Croxley, Chorley Wood, Batchworth, Watford, Oxhey, Watford Town Hamlet, Leavesden, Cashio, Saint Stephen otherwise Saint Stephen Saint Albans, Saint Alban otherwise the Abbey, Saint Peter otherwise Saint Peter Saint Albans, and Sleep and Smallford, in the liberty of Saint Alban, in the county of Hertford: the borough of Saint Alban in the said county of Hertford, Sandridge otherwise Saundridge, Bushey, Hatfield otherwise Bishops' Hatfield, North Mims otherwise North Mimms, Essendon otherwise Essenden, Hertingfordbury, Bayford, Little Berkhamstead, Brickendon, Little Amwell, All Saints Hertford, Saint Andrew Hertford, Saint John Hertford, Bengoe, the borough of Hertford, Great Amwell, Ware, Thundridge, Hoddesdon, Widford, Hunsdon, Broxbourne, Saint Margarets, Stanstead Abbots, Eastwick, Gilston, and Sawbridgeworth, all in the county of Hertford. Roydon, Nazing, Little Parndon, Great Parndon, Netteswell, Latton, Harlow, Moreton, Shearing, Matching, Magdalen Laver, High Laver otherwise Great Laver, Little Laver, Willingale Doe, Willingale Spain, Shellow Bowels, White Roding otherwise White Roothing, Leaden Roding otherwise Leaden Roothing, Abbott's Roding otherwise Abbott's Roothing, Margaret Roding otherwise Margaret Roothing, Beauchamp Roding otherwise Beauchamp Roothing, Berner's Roding otherwise Berner's Roothing, Good Easter, High Easter, Chignall Smeeley, New Boyton otherwise Boynton, Great Boynton, Mashbury, Chignall Saint James, Roxwell, Boreham, Broomfield otherwise Bromfield, Springfield otherwise Springfield Richards, Great Waltham, Little Waltham, Writtle, Chelmsford, Moulsham, Widford, Great Baddow, Little Baddow, Highwood, Galleywood, Margaretting, Orsett otherwise Saint Osyth, Frierning otherwise Fryerning, Ingatestone, Buttsbury, Stock, Mountnessing, Hutton, Billericay, Great Burstead, Little Burstead, Ingrave, Thorndon, Ramsden Crays, East Horndon, Laindon otherwise Langdon Clay, Leigh Chapel, Basildon otherwise Bacclesden, East Lee, Great Governs, Sawyers, Bulphan otherwise Bulvan, otherwise Bulvar, Dunton otherwise Downton, Laindon Hills otherwise Langdon Hills, Laindon on the Hill, South Ockendon otherwise South Okendon, otherwise South Uckington, otherwise Ockendon Rochele, East Horndon, Horndon otherwise Horndon-on-the hill, Stanford-le hope, otherwise Stamford-le hope, Orsett otherwise Orset, Chadwell otherwise Chadwell, otherwise Chadwell Saint Mary's, Mucking, Stifford, Little Thurrock otherwise Thurrock Parva, Grays Thurrock otherwise Graves

Thurrock otherwise Thurrockgraze otherwise Greys Thurrock, West Tilbury, and East Tilbury, all in the county of Essex. Gravesend, Northfleet, Milton, Chalk, and Denton, all in the county of Kent: and also a branch railway from and out of the said last-mentioned railway, commencing at or near Datchet, and terminating by a junction with the line of the Great Western Railway, at or near the Slough Station, upon the said last-mentioned railway; which said intended 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,) Horton, Datchet, Upton-cum-Chalvey, Wexham, Stoke Poges, and Langley Marsh, all in the county of Buckingham.

And it is also intended by the said Act or Acts, to authorize the formation and maintenance of a floating bridge, or steam ferry, from the Essex shore, near Tilbury Fort aforesaid, in the parish of West Tilbury, to the opposite shore of the said river, in the parishes of Milton and Gravesend, or one of them, in the county of Kent; and also the construction and maintenance of certain docks or basins, with warehouses and other works and conveniences connected therewith, at or near Tilbury Fort, in the parish of West Tilbury, in the county of Essex.

And it is further intended by the said Act or Acts, to take powers to divert into and supply the said intended docks or basins with water from the river Thames.

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, or for the purpose 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 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, in respect of the use of the said railway, and of the said ferry and docks, and the conveniences connected therewith, 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 intended by such Act or Acts, to authorize a junction, or communication between the said

intended railway or railways, or some of them, that is to say, a junction with, or communication into, the South Western Railway, the Great Western Railway, the London and Birmingham Railway, the Northern and Eastern Railway, and the Eastern Counties Railway at the several points of intersection thereof, as will be delineated on the plans, to be deposited as hereinafter mentioned.

And notice is hereby further given, that maps, or plans and sections of the said intended railways, and other works hereinbefore mentioned, 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 Surrey, at his office in Lambeth, in the said county of Surrey; 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; with the Clerk of the Peace for the county of Buckingham, at his office, in Aylesbury, in the said county of Buckingham; with the Clerk of the Peace for the county of Hertford, at his office in Saint Albans, in the said county of Hertford; with the Clerk of the Peace for the liberty of Saint Albans, at his office in Saint Albans in the said county of Hertford; with the Clerk of the Peace for the county of Essex, at his office in Chelmsford, in the said county of Essex; with the Clerk of the Peace for the western division of the county of Kent, at his office in Maidstone, in the said county of Kent; 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, 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 eighth day of November 1845.

John Barber, 11, Furnival's Inn, and *John Humphreys*, 6, Spital Square, London, Solicitors to the Bill.

John Barber and *John Humphreys*.

Witness to the signatures of *John Barber* and *John Humphreys*.

John Cheese, 15, Park Street, Westminster.

London and Windsor 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 or railways hereinafter mentioned, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing at or near a certain place called Knightsbridge Green, in the parish of Saint Margaret, within the city and liberty of Westminster, in the county of

Middlesex, and terminating at or near to Victoria-street, in the parish of New Windsor, in the county of Berks, 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, hamlets, and extra-parochial or other places following, or some of them, that is to say:—Saint Margaret, Saint John the Evangelist, both in the city and liberty of Westminster, Knightsbridge, Brompton, Kensington, Fulham, Hammersmith, Chiswick, Turnham Green, Old Brentford, Ealing, New Brentford, Hanwell, Brentford End, Isleworth, Smallberry Green, Hounslow, Heston, East Bedfont, Hatton, West Bedfont, Ashford, Stanwell, and Staines, or some or one of them, in the county of Middlesex, Wyrdisbury, otherwise Wraysbury, and Little Ankerwyke, or one of them, in the county of Buckingham, Old Windsor and New Windsor, or one of them in the county of Berks.

And it is also intended by such Act or Acts to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, hamlets, 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 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 it is also proposed to alter and repeal so much 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," as relates to the restriction contained in the one hundredth section thereof, against any company or any person whomsoever forming, making, or laying down any branch railway or tramroad, or other road or way whatever, passing or approaching within three miles of Eton College aforesaid, and communicating with the railway thereby authorised to be made without the consent of the provost and fellows for the time being of the said college of Eton, to be signified by some writing under their corporate seal.

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, houses, and hereditaments 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, houses, and hereditaments, by compulsion or agreement, for the

purposes aforesaid, and for levying tolls, rates, and duties on and for the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And notice is further given, that maps or plans and sections of the said intended railway and works, and of the lands, houses, and hereditaments, proposed to be taken for the purpose thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, houses, and hereditaments, 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 Middlesex, at his office, at the Sessions House, Clerkenwell, in the said county of Middlesex; with the Clerk of the Peace for the city and liberty of Westminster, at his office, No. 17, Carlisle-street, Soho-square, in the said city and liberty; with the Clerk of the Peace for the county of Berks, at his office, at Abingdon, in the said last-mentioned county; and with the Clerk of the Peace for the county of Buckingham, at his office, at Aylesbury, in the said last-mentioned 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 railway or railways and works will pass, or be situate, or 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 parishes respectively, at the place of abode of each such parish clerk.

Dated this eighth day of November 1845.

George Smith, Solicitor, 24, Golden-square.

Shrewsbury and Birmingham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making, maintaining, working, and using the railways herein-after mentioned, or some of them, or some part or parts thereof, together with all proper and convenient stations, erections, bridges, wharfs, works, communications, and conveniences connected therewith, and approaches thereto, that is to say:

First.—A railway, commencing at or near the Shrewsbury Canal Wharf, in the parish of St. Mary, in the borough of Shrewsbury, in the county of Salop, and terminating by a junction with the London and Birmingham Railway, near the Passenger Station of the said last-mentioned railway, in the township of Duddeston-cum-Nechells, in the parish of Aston-juxta-Birmingham, in the county of Warwick, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Saint Mary Shrewsbury, Saint Alkmond, the Castle Foregate, Stone Ward Without, Stone Ward Within, Castle Ward Within, Castle Ward Without, Coleham, Holy Cross and Saint Giles, Holy Cross and Saint Giles, and the Abbey Foregate, in the borough of Shrewsbury aforesaid, Upton Magna, Upton, Preston Boats, Preston, Saint Chad, Betton, Alkmere, Longner, Downton, Atcham, Atcham, Chilton, Cronkhill, Emstrey, Withington, Withington, Uppington, Attingham, Haughmond Demesne,

Berwick, Berwick Maviston, Uffington, Uckington, Duncot, Walcott, Wroxeter, Wroxeter, Norton, Rodington, Rodington, Wrockwardine, Wrockwardine, Charlton, Leaton, Allscott, Admaston, Long Lane, Rushmoor, Bratton, Burcot and Cludley, Wellington, Wellington, Lawley, Arlestone, Dothill Demesne, Hadley, Leegomery, Watling Street Demesne, Leegomery and Wapinshall with Apley Demesne, Wapinshall, Wombridge, Wombridge, Oaken Gates, Ketley, Dawley, Dawley Magna, Dawley Magna, Dawley Parva, Pain's Lane, Madeley, Madeley, Stirchley, Stirchley, Shiffnal, Shiffnal, Malin's Lee, Prior's Lee, Shaw and Wyke, Naird, Blythebury, Woodhouse, Haughton, the Manor, Aston, Upton, Stanton, Hatton, Woodside and Lizard, the Hem, Evelith, Hinnington, Tong, Tong, Boscobel otherwise Boscobel-cum-Donnington, Donnington, Donnington, Neachley or Neachell, Albrighton, Albrighton, Shackerly, Humphreson and Bovingale, in the said county of Salop; Brewood, Codsall, Codsall, Lane Green, the Huspins, the Stockins, Oaken Lawn, Oaken, Billbrook, Tettenhall, Tettenhall Regis, Tettenhall Clericorum, the Wergs, Barnhurst, Pendeford, Purton, Trescott, Aldersey otherwise Aldersley, Autherley, Bushbury otherwise Byshbury, Oxley, Dunstall, Gorsebrook, Wolverhampton, Wolverhampton, Saint Paul, Saint James, Saint Mary, Saint Peter, Saint George, Saint John, in Wolverhampton, Wolverhampton Borough, Wednesfield, Bilston, Bilston, Sedgeley, Ettingshall, Spring Vale, Cosely, Woodsetton otherwise Woodcotton, Park Fields, Monmore Green, Catchem's Corner, Brierley, Mill Fields, Priest Fields, Prior Fields, Hall Fields, Willenhall, Deep Fields, Fulward's End, Round's Hill, Sedgeley, Ladymoor, All Saints' (in Sedgeley), Gornal, Lower Gornal, Upper Gornal, Tipton otherwise Tibbington, Saint Paul and Saint Martin (in Tipton), Bloomfield, Tipton Green, Toll End, Horseley, Horseley Heath, Dudley Port, Great Bridge, Rowley Regis, Clent, Tividale, The Brades, West Bromwich, Christ Church, Saint James, All Saints, and Trinity (in West Bromwich), Bromford, Spon Lane, Harborne, North Harborne, Trinity (North Harborne), Smethwick, Trinity (Smethwick), Saint Peter (Harborne), Handsworth, Saint Mary and Saint James (Handsworth), and Nineveh, in the county of Stafford; Halesowen and Oldbury, and Saint Nicholas, Oldbury, in the county of Worcester: and Birmingham, All Saints', Saint Martin, Saint Stephen, Saint Mark, Saint Luke, Saint Philip, Saint George, and Saint Thomas (in Birmingham), Nineveh, Aston-juxta-Birmingham, Saint Matthew (Aston), Manor of Aston, Saint James (Aston), and Duddeston-cum-Nechells, in the county of Warwick; also an alternative railway, commencing by a junction with the above-mentioned railway, at a point at or near Winsor Green, in the parish of Birmingham aforesaid, and terminating by a junction with the said above-mentioned railway at or near a bridge called Union Bridge, in the parish of West Bromwich aforesaid, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Harborne, North Harborne, Holy Trinity, North

Harborne, Holy Trinity Smethwick, Saint Peter Harborne, West Bromwich, Spon Lane, Christ Church and Holy Trinity, in West Bromwich and Bromford, or some of them, in the county of Stafford; and Halesowen Oldbury, and Saint Nicholas Oldbury, or some or one of them, in the county of Worcester, in lieu of the railway proposed to be made between the said points.

Second.—A branch railway, diverging from and out of the said first-mentioned intended railway near the road leading from the Abbey Foregate to the race course, and terminating at the Abbey Foregate aforesaid, near the English Bridge, which said branch railway will be situate wholly within the parish and township of Holy Cross and Saint Giles, in the borough of Shrewsbury, in the county of Salop.

Third.—A railway, commencing by a junction with the said first-mentioned intended railway, at or near the Holyhead Turnpike Road, near Oaken Gates, in the parish of Shiffnal, in the said county of Salop, and terminating near the Coalbrookdale toll-gate, on the turnpike road leading from Coalbrookdale to Wellington, in the parishes of Dawley and Madeley, in the said county of Salop, or one of them, and passing from, in, through or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say—Wombridge, Oaken Gates, Shiffnal, Priors Lee, the Hem, Shaw and Wyke, Naird, Blythebury, Dawley, Dawley Magna, Dawley Magna, Dawley Parva, Malinslee, Langley, Stirchley, Stirchley, Kemberton, Kemberton, Madeley, Madeley, Lightmoor, Ironbridge, and Coalbrookdale, in the said county of Salop.

Fourth.—A railway, commencing by a junction with the said first-mentioned intended railway, at or near Monmore Green, in the township of Wolverhampton, in the parish of Wolverhampton, in the county of Stafford, and terminating by another junction with such first mentioned intended railway, at or near Roebuck Lane, in the township of North Harborne, in the parish of Harborne, in the said county of Stafford, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say—Wolverhampton, Wolverhampton, Bilston, Willenhall, Sedgeley, Brierley, Ettingshall, Cosely, Darlaston, Wednesfield, Sedgeley Upper Side, Sedgeley Lower Side, Bradley Manor, Bradley, Lower Bradley, Upper Bradley, Wednesbury, Saint Bartholomew Wednesbury, Moxley, Broadwaters, Monway Field, Lea Brook, Tipton otherwise Tibbington, Christ Church (Tipton), West Bromwich, Hill Top, Hateley Heath, West Bromwich Heath, Spon Lane, Christ Church, and Trinity, in West Bromwich, Harborne, Saint Peter Harborne, North Harborne, Trinity North Harborne, Smethwick, and Trinity Smethwick, in the county of Stafford.

Fifth.—A railway, commencing by a junction with the said first-mentioned intended railway, at or near Spon Lane Locks, in the township of Oldbury, in the parish of Hales Owen, in the county of Worcester, and terminating at or near the Trindle House, in the parish of Dudley, in the said county

of Worcester, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places, following, or some of them; that is to say—West Bromwich, Christ Church West Bromwich, Bromford, Spon Lane, Rowley Regis, The Brades, Tividale, Burnt Tree, Tipton, otherwise Tibbington, Dudley Port, Saint Paul, and Saint Martin, in Tipton, and Dudley Castle and Grounds, in the county of Stafford; and Hales Owen, Oldbury, Oldbury, Saint Nicholas Oldbury, Dudley, Dudley Castle Grounds, and Saint James, Saint John, Saint Edmund, and Saint Thomas, in Dudley, in the county of Worcester.

Sixth.—A railway, diverging from the said first-mentioned intended railway, at or near the town of Wolverhampton, in the parish of Wolverhampton aforesaid, and terminating by a junction with the Grand Junction Railway, in the parish of Bushbury otherwise Byshbury, in the county of Stafford, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say—Wolverhampton, Wolverhampton Saint Paul, Saint James, Saint Mary, Saint Peter, Saint George, and Saint John in Wolverhampton, Wednesfield and Bushbury otherwise Byshbury, in the said county of Stafford.

And notice is hereby also given, that maps or plans and sections of the said intended railways, 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 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 Salop, at his office in Shrewsbury; 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 Warwick, at his office in Stratford-upon-Avon; and with the Clerk of the Peace for the county of Worcester, at his office in Worcester; 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, branch railway, and works, are intended to be made, will be deposited, on or before the thirty-first day of December next with the parish clerks of those parishes respectively, at their respective residences.

And notice is hereby also given, that it is intended by the said Act or Acts to incorporate a company for the purpose of making, maintaining, working, and using the said railways, branch railway, and works, or some part or parts thereof, and for other purposes, and to take powers for the purchase of lands and houses by compulsion or agreement, and for levying tolls, rates, and duties in respect of the use of the said intended railways, branch railway, and works, and to grant exemptions from the payment of such tolls, rates, and duties; and it is also proposed to vary or extinguish all existing rights and privileges connected with the lands proposed to be purchased, or which would impede or interfere with the objects aforesaid, or any of them, and to confer other rights and

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

And it is further proposed by the said Act or Acts to enable the London and Birmingham Railway Company, and the company of proprietors of the Birmingham Canal Navigations; or either of them, to raise funds, and to subscribe for or towards the said intended railways, branch railway, and works, or any of them, or any part or parts thereof; and to enable all or any of the said companies to enter into and carry into effect such arrangements and agreements with relation to the said intended railways, branch railway and works, or any of them, or any part or parts thereof, or as to the maintenance, use, and management thereof as they may deem expedient; and for the purposes aforesaid, it is proposed by the said intended Act or Acts to alter, amend, and enlarge some of the powers and provisions of the following Acts of Parliament, or some of them, relating to the London and Birmingham Railway and the Birmingham Canal Navigations, namely—the several Acts relating to the London and Birmingham Railway, passed in the third year of the reign of His late Majesty King William the Fourth; in the fifth and sixth years of the reign of His said Majesty King William the Fourth; in the first, and in the second and third, and in the fifth and sixth years of the reign of Her present Majesty Queen Victoria; and the several Acts relating to the Birmingham Canal Navigations, passed in the fifth year of the reign of His late Majesty King William the Fourth, in the second and third years of the reign of Her present Majesty Queen Victoria, in the third year of the reign of Her said present Majesty; and another Act passed in the third year of Her said present Majesty respectively: and for varying or extinguishing all rights or privileges (if any) claimed under the said Acts, or any of them, which would impede or interfere with the objects aforesaid.

Dated this 1st day of November, 1845.

Roy, Blunt, and Co.,
37, Great George Street, Westminster,
London,
Loxdale and Peele, Shrewsbury,
Solicitors to the Shrewsbury and Birmingham
Railway Company.

Nottingham, Mansfield, and Midlands 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 one or more line or lines of railway and branch railways, with all proper and convenient stations, wharfs, erections, works, bridges, branches, communications, approaches,

and conveniences connected therewith; one line of the said railways to commence by a double junction with the line of the Midland Railway, at the north-west side thereof, one of such junctions to be at or near a certain extra-parochial place within the liberties of the castle of Nottingham, in the county of Nottingham, called King's Meadows, and at that part of King's Meadows aforesaid which is in the occupation of one John Mawby, and the other of such junctions to be in the parish of Lenton, in the county of Nottingham aforesaid, at or near a certain close of land there in the occupation of one John Wilkinson, and adjoining to a certain public highway there, leading from Lenton aforesaid to Wilford in the county of Nottingham aforesaid; such two junctions to unite at or near a close of pasture land in the parish of Lenton aforesaid, adjoining the Nottingham canal there, and in the occupation of John Froggatt; and the said line to continue thence and to terminate in the township of Tupton, in the parish of North Wingfield, in the county of Derby, at or near the Clay Cross Station, on the said Midland Railway, by a junction with the said Midland Railway, or by an independent terminus there, and for making another line of railway to commence from and out of the said first-mentioned line by a double junction therewith; one of such junctions to be made at or near a certain close of land in the parish of Sutton-in-Ashfield, in the county of Nottingham, called Oddy Croft Close, in the occupation of one Francis Shacklock, and situate near to Sutton Hall; and the other of such junctions to be made from the said first-mentioned line, at or near a certain place called Kirkby Hardwick, in the parish of Kirkby-in-Ashfield, in the county of Nottingham; such junctions to unite at or near a certain close of pasture land, in the parish of Sutton-in-Ashfield aforesaid, called Lane End Close, or Cursham's Close, and in the occupation of Thomas Spencer, and thence to continue towards and to terminate by an independent terminus, at or near Portland Wharf, near White Bear-lane, in the parish of Mansfield, in the county of Nottingham aforesaid, or by a junction there with an intended railway, proposed to be called the Boston, Newark, and Sheffield Railway; also a branch railway, from and out of the said first-mentioned line of railway, to commence at or near a certain close of land on the said line, in the parish of Basford, in the county of Nottingham aforesaid, belonging to and in the occupation of one John Richards, and to terminate at or near a certain piece of land, in the parish of Saint Mary, in the town and county of the town of Nottingham, in the occupation of James Styring, and bounded on the east by Melbourne-street or Milton-street, or Mansfield-road, and on the south by a lane called Cross-lane; also another branch railway to commence at or near a certain place on the said first-mentioned line of railway, called Kirkby Low Moor, in the parish of Kirkby-in-Ashfield, in the county of Nottingham aforesaid, and to terminate at or near Pinxton Basin, in the parish of Pinxton, in the county of Derby; also another branch railway to commence at or near a certain close of land on the line of the said first-mentioned railway, called the Barn Close, in the township of

Hucknall-under-Huthwaite, in the parish of Sutton-in-Ashfield, in the county of Nottingham aforesaid, and adjoining the dwelling-house there of one John Mellers, to terminate at or near a certain close of land called Upper Horseplay Hill Close, in the township of Hucknall-under-Huthwaite aforesaid, in the occupation of John Dodsley, Esquire; which said several railways, branch railways, and works will pass and be made from, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them, that is to say, King's Meadows, one of the several extra-parochial places within the liberties of the castle of Nottingham, all in the county of Nottingham, Saint Mary, in the town and county of the town of Nottingham, Nottingham Park, Lenton, New Lenton, Radford, New Radford, Wollaton, Aspley, Aspley liberty, Basford, New Basford, Bilborough, Nuthall township, Nuthall parish, Greasley, Bulwell, Hucknall-Torkard, Linby, Annesley, Annesley Woodhouse, liberty of Newstead, Newstead, Kirkby-in-Ashfield, Kirkby Woodhouse, Sutton-in-Ashfield, Mansfield, Selston, Pinxton, Bagthorpe, Underwood, Westwood, Skegby, Hucknall-under-Huthwaite, and Tevershall, all in the county of Nottingham; and Pinxton, Blackwell, Newton, Hilcote, Tibshelf, Morton, Morton township, Pilsley, Northwingfield parish, Northwingfield township and parish, Tupton township, Tupton parish, Stretton, and Clay-lane, in the county of Derby. And notice is hereby given, that it is intended to apply for powers in the said Bill or Bills to make lateral deviations from the lines of the proposed railways, branches, and works, to the extent or within the limits defined upon the plans hereinafter mentioned or referred to; and also to cross, divert, alter, or stop up, either permanently or temporarily, all such turnpike-roads, parish-roads, and other highways, rivers, streams, canals, navigations, tramroads, and railways within the said parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works; and that it is intended, if deemed advisable, to limit the said application to Parliament for any portion of the lines of railway and branches above mentioned; and notice is hereby also given, that it is intended to take powers in the said Bill to enable the company or companies to be thereby incorporated to enter into and carry into effect, and confirm such arrangements and agreements as may have been or may hereafter be agreed upon for the purchase or sale, or leasing of the Mansfield and Pinxton Railway, or any part thereof, or any rights and interests in the same, or for making alterations in the line of the said railway, for the purposes of the said undertaking, or for the regulation and management of the traffic along the line thereof, within the parishes, townships, and extra-parochial places of Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Selston, Pinxton, Bagthorpe, Underwood, and Westwood, in the said county of Nottingham, and of Pinxton, in the said county of Derby; and to abandon and relinquish such parts of the said last-mentioned railway, as may be necessary in consequence of such altera-

tions, and for the transfer of all or any of the powers of the said Mansfield and Pinxton Railway Company, in connexion therewith, or to consolidate the said Mansfield and Pinxton Railway Company with the company or companies so to be incorporated as aforesaid, or to enable the said Mansfield and Pinxton Railway Company to make such alterations in the said railway or tramroad within the said parishes, townships, and extra-parochial places aforesaid, or some or one of them, to connect the same with the said intended railway, and for adapting the said railway or tramroad to the several purposes of both or either of the said companies, and for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of the Act passed in the fifty-seventh year of the reign of his late Majesty King George the Third, intituled "An Act for making and maintaining a railway or tramroad from Bull's Head-lane in the parish of Mansfield, in the county of Nottingham, to communicate with the Cromford Canal at Pinxton Basin, in the parish of Pinxton, in the county of Derby." And notice is hereby further given, that duplicate plans and sections of the said 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 Nottingham, at his office at Newark-upon-Trent, in the said county, with the Clerk of the Peace for the town and county of the town of Nottingham, at his office in Low Pavement, in the said town of Nottingham, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the last-mentioned 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 railways and branches 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, and to apply for powers for the compulsory purchase of lands and houses proposed to be taken for the purposes aforesaid, and all rights and interest therein. And also to levy tolls, rates, or duties upon or in respect of the said works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of the tolls, rates, and duties authorised to be taken under or by virtue of the said recited Act or otherwise, and other rights and privileges. And notice is hereby further given, that it is proposed 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 Sheffield, Ashton-under-Lyne, and Manchester Railway Company, and to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with the said company in any manner relating to

the said intended railways and works, and the traffic thereof, and to delegate to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the execution of all or any of the powers of the said intended Bill or Bills, and to authorise the said company, out of their corporate or other funds, 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 for the several purposes aforesaid, to alter, amend, and enlarge the provisions of the several Acts relating to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company following, or some of them; 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 of her present Majesty, intituled "An Act for making a railway from Sheffield, in the West Riding of the county of York, to Manchester, in the county of Lancaster;" an Act passed in the session of Parliament, held in the fifth and sixth years of the reign of her said present Majesty, intituled "An Act to alter and amend some of the provisions of the Act relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway;" an Act passed in the session of Parliament, held in the sixth and seventh years of the reign of her said present Majesty, intituled "An Act to increase the capital of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, and to alter and enlarge the powers of the said company;" and an Act passed in the session of Parliament, held in the seventh and eighth years of the reign of her said present Majesty, intituled "An Act to enable the Sheffield, Ashton-under-Lyne, and Manchester Railway Company to make a branch railway to Ashton under-Lyne and Stalybridge, and to alter and enlarge the powers of the said company."

Dated this fourth day of November 1845.

Parsons, Benn, and Parsons, } Mansfield.
G. and T. Walkden, }
Joint Solicitors.

Manchester, Bolton, and Bury Canal Navigation and 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 to alter, amend, and enlarge the powers and provisions of the several Acts of Parliament relating to the Manchester, Bolton, and Bury Canal Navigation and Railway, passed in the session of Parliament held in the first and second years of the reign of King William the Fourth; the session of Parliament held in the second and third years of the same reign; the session of Parliament held in the fifth and sixth years of the same reign; and in the session of Parliament held in the first and second years of the reign of Queen Victoria; and also the powers

and provisions of the Act relating to the Manchester, Bury, and Rossendale Railway Company, now called the East Lancashire Railway Company, passed in the seventh year of the reign of Queen Victoria, so far as such last-mentioned powers and provisions relate to the mode of raising capital by the company of proprietors of the said Manchester, Bolton, and Bury Canal Navigation and Railway, and particularly to enable the said company of proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway to raise a further sum of money for the purposes of their undertaking, by such ways and means as to Parliament shall seem fit, and to make other arrangements and provisions with reference to the shares and capital of the same company.

Dated this sixth day of November, 1845.

Darbishire and Simpson, Manchester.

Sheffield, Buxton, Leek, Potteries, and Crewe
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 a proposed railway called the Manchester, Buxton, Matlock and Midlands Junction Railway, in the township of Fairfield, in the parish of Hope, near where a certain carriage-drive belonging to his grace the Duke of Devonshire joins the Buxton and Bakewell turnpike-road near Buxton, in the county of Derby, and to terminate either by an independent terminus or by a junction with a proposed railway called the North Staffordshire, or Churnet, Potteries, and Trent Junction Railway, at or near a certain bridge across the Trent and Mersey Canal, called Winton's Wood Bridge, in the township of Shelton, in the parish of Stoke-upon-Trent, in the county of Stafford, and which said railway and works will pass 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, Buxton, Bakewell, Fairfield, Hope, Burbage, Ladmanslow, Fernilee otherwise Fernyley, Hartington, Hartington Upper Quarter, Axe Edge, Dane Head, and Black Clough, in the said county of Derby; Prestbury, Wildboardclough, Winkle otherwise Winkle, and Midgeley Gate, in the county of Chester; Alstonefield, Quarnford, Gradbach otherwise Gradbatch, Leekfrith, Back Forest, Green Lane, Hazlewood otherwise Hazelwood, Thorny Leigh otherwise Thornylee, Meerbrook, Shury otherwise Surey, Tittesworth otherwise Tittisworth, Hills Wood otherwise Hells Wood, Leek, Lowe, otherwise Leek Lowe, Leek and Lowe, Pool End, White's Bridge, Rudyerd otherwise Rudyard, Rudyerd otherwise Rudyard and Caudery, Longsdon otherwise Longsdon, Harracles, Bradshaw, Dunwood, Horton, Horton Hay, Blackwood,

Gratton, Endon, Stanley, Norton in the Moors otherwise Norton on the Moors, Milton, Burslem, Abbey Hulton otherwise Hulton Abbey, Bagnall, Bucknall, Bucknall cum Bagnall, Botteslow, Hanley, Shelton, Fenton Vivian, and Stoke-upon-Trent, in the county of Stafford. And also a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, branching out of the said first-described intended new railway from Buxton to Stoke-upon-Trent, at or near Hazlewood House, in the township of Leekfrith, in the parish of Leek, in the county of Stafford aforesaid, 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, Leek, Leekfrith, Green Lane, Hazlewood otherwise Hazelwood, Thorny Leigh otherwise Thornylee, Swithamley, Heaton, Rushton Spencer, Rushton Marsh, Rushton Middle, and Cloud Wood, in the said county of Stafford; Prestbury, Winkle otherwise Winkle, Bosley otherwise Boseley, otherwise Bosley and Lea, otherwise Lea Bosley, Astbury, Buglawton, Buglawton North, and Buglawton South, Daneinshaw otherwise Danehenshaw, Congleton Moss, Dog Lane, and Congleton, in the said county of Chester, and terminating either by an independent terminus at or near a certain turnpike gate called Canal Gate, Congleton, in the township of Congleton, in the parish of Astbury, and county of Chester aforesaid, or by a junction with the said proposed railway called the North Staffordshire, or Churnet, Potteries, and Trent Junction Railway, at or near Congleton aforesaid.

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, alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, 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 the 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, with the Clerk of the Peace for the said county of Stafford, at his office at Stafford, and with the Clerk of the Peace for the said county of Derby, at his office at Chesterfield, 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, 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 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, 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.

Thomas Redfern, Leek, Solicitor.

Sheffield, Nottingham, and London 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, and to give to such Company or Companies power to make and maintain a Railway or Railways, with all proper works and conveniences connected therewith, to commence at or near to the town and borough of Sheffield, in the county of York, and to terminate either by a distinct terminus or by a junction with the proposed Direct London and Manchester Railway, or the Leicester and Bedford Railway, or any other railway or railways at or near to Kettering, in the county of Northampton, with all proper works and conveniences connected therewith respectively; which said railway or railways is or are intended to pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, or other

places following, or some of them; that is to say, Sheffield, Nether Heeley, Upper Heeley, Eccleshall Bierlow, in the West Riding of the county of York; Dore, Beauchief Abbey, Totley, Norton, Greenhill, Cowley, Hundall, Stubbley, Summerly, Holmsfield, Coal Aston, Dronfield, Unston, Barlow, Whittington, Staveley, Brimington, Tapton, Dunston or Dunstan, Newbold, Chesterfield, Hasland, Temple Normanton, Wingerworth, Woodthorpe, Tupton, North Wingfield, Upper Pilsley, Nether Pilsley, Pilsley, Brampton, Morton Brackensfield, Tibshelf, Shirland Higham, Spondon, Blackwell, South Normanton, Alferton, Alferton township, Pinxton, Greenhill Lane, Riddings-with-Ironville, Somercotes, Swanwick, in the county of Derby; Kirkby-in-Ashfield, Kirkby Woodhouse, Annesley, Newstead Priory, Papplewick, Linby or Lynby, Hucknall Torkard, Bulwell, Nuthall Awworth, Bilborough, Basford Carrington, Radford, Lenton, Saint Mary, in the town and county of the town of Nottingham, the liberties of the town and county of the town of Nottingham, Sneinton, Colwick, West Bridgford, Gamston in the parish of West Bridgford, Wilford, Holme, Pierrepont, Adbolton, Gainston and Basingfield, Adbolton, Edwalton, Tollerton, Clipston, Plumtree, Normanton-on-the-Woulds, Stanton-on-the-Woulds, Kinoulton, Widmerpool, Hickling, Willoughby-on-the-Woulds, Broughton Sulney, or Over Broughton, in the county of Nottingham; Nether Brompton, Dalby-on-the-Woulds, Grimston, Saxelby, Ragdale or Wreakdale, Welby, Ashfordby or Asfordby, Sysonby, Melton Mowbray, Freeby, Frisby-on-the-Wreak, Kirkby, or Kirby Bellars, Eye Kettleby, Burton Lazars, Ashby Folville, Great Dalby, Little Dalby, Thorp Satchville, Twyford, South Croxton, Burrow-on-the-Hill, Marefield or South Marefield, Loseby or Lowesby, Newton Cold, Ouston, Newbold-Saucey, Halstead, Whadborough, Tilton-on-the-Hill, Witcote, Laund, Loddington, Tugby, Keythorpe, East Norton, Hallaton, Horninghold, Slawston, Blaston, Saint Giles Blaston, Saint Michael Blaston, Medbourne, Bringhurst Easton Magna, in the county of Leicester; Ashley, Milthorpe, Cottingham, Middleton, East Carlton, Stoke Albany, Brampton, Willbarston, Pipewell, Great Oakley, Desborough, Rushton, All Saints, and St. Peter, Thorpe Underwood, Rothwell Orton, Thorp Malsor or Malsovers, Cransley, Cransley Little, Kettering, in the County of Northampton: And notice is further given, that it is also intended to apply for powers to be granted in the said Bill or Bills to authorize the deviating from the line or lines as laid down on the plans hereinafter mentioned, to the extent defined thereon: And notice is further given, that it is intended by the said Bill or Bills to obtain powers for the compulsory purchase of lands, houses, or other property, to be described on the said plans, and to levy tolls, rates, and duties on, for, and in respect of the use of the said intended railway or railways, works, and conveniences, and to alter any existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges: 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 purpose of such proposed railway or railways, works, and conveniences: And notice is hereby further given, that plans and sections, and also duplicates thereof, describing the lines, levels, and situations of the said intended railway or railways 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 to the said 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; instant, with the Clerk of the Peace for the West Riding of the county of York, at his office, at York, in the county of York; with the Clerk of the Peace for the county of Derby, at his office, at Chesterfield, in the said county of Derby; with the Clerk of the Peace for the county of Nottingham, at his office, at Newark, in the said county of Nottingham; with the Clerk of the Peace of the town and county of the town of Nottingham, at his office, in the said town and county of the town of Nottingham; with the Clerk of the Peace for the county of Leicester, at his office, at Leicester, in the said county of Leicester; and with the Clerk of the Peace for the county of Northampton, at his office, at Northampton, in the said county of Northampton: 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 and works, or any part thereof, are intended to be made, or maintained, will be deposited with the Parish Clerk of each of such several parishes.

Dated this fourth day of November, 1845.

John Owens,
Augustus Walter Arnold, } Solicitors to the Bill.
14, Abingdon Street, Westminster.

Wrexham, Nantwich, and Crewe Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to make and maintain a railway or railways, with proper and convenient stations, erections, bridges, warehouses, wharfs, works, communications, approaches, and conveniences, connected therewith, to commence by a double junction with the North Wales Mineral Railway, one of such junctions commencing at or near the station thereof, situate in a field commonly called or known by the name of the Vicar's Field, in the township of Wrexham Regis, in the parish of Wrexham, in the county of Denbigh; and the other of such junctions to commence at and by a junction with the North Wales Mineral Railway,

in the township of Stansty, in the parish of Wrexham, in the said county of Denbigh; and thence to pass from, in, through, or into the several parishes, townships, extra-parochial and other places, of Broughton, Stansty, Wrexham Regis, Wrexham Abbot, Wrexham, Acton, Abenbury Fawr, Bieston, Gourton, Erlas, Gresford, Borrás Hofah, Borrás Riffre, Holt otherwise Lyons otherwise Holt Lyons, Allington, Ridley, Cacca Dutton, and Isacoed, in the county of Denbigh; Abenbury Fechan, in the parish of Wrexham, in the county of Flint; King's Marsh, Farndon, Crewe otherwise Crew, Barton, Shocklach, Shocklach Oviatt, Church Shocklach, Caldecote, Tilston, Grafton, Carden, Sretton, Horton, Malpas, Edge, Duckington, Larton otherwise Larkton, Hampton, Bickerton, Broxton, Egerton, Bulkeley, Cholmondeley, Edwardson, Bunbury, Ridley, Spurstow, Wrenbury, Chorley, Dodcott-cum-Wilkesley, Wrenbury-cum-Frith otherwise Wrenbury-with-Frith, Baddily, Acton, Faddiley, Woodhay Chapel, Brindley, Burland, Harleston, Henhull, Worleston, Baddington, Nantwich otherwise Nantwich otherwise Wych-mal-Bank otherwise Malbanewic, Leighton, Beam-heath, The Barony, Alveston, Willaston, Wolstan otherwise Woolstan-wood, Wybenbury, Willaston, Gresty, Batherton, Stapely, Rope, Shavington-cum-Gresty, Wistaston, Coppenthal, Church-Coppenthal, Monks-Coppenthal, Barthomley, and Crewe, or some of them, in the county of Chester; and to terminate at and by a junction with the Grand Junction Railway, and with the Manchester and Birmingham Railway, at, in, or near certain fields, commonly called or known by the several names of the Horse Pasture and Moor Field, situate near the town of Crewe, in the parish of Barthomley, in the said county of Chester. And it is intended to apply for powers in the said Act 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, streets, and other highways, streams, sewers, canals, navigations, railways, or tram-roads, within the said parishes, townships, and extra-parochial, or other places aforesaid, or some of them, as may be necessary to cross, divert, alter, or stop up, for the purposes of the said railway and works.

And notice is hereby also given, that on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections of the said railway and works, with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin, in the said county of Denbigh; with the Clerk of the Peace for the county of Flint, at his office in Mold; and 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 and sections as relates to the several parishes in or through which the 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 to incorporate a company for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges, in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties, upon or in respect of the said railway and works; and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, duties, and other rights and privileges.

Dated this third day of November 1845.

William Jones,
John Devereux Pugh, } Joint Solicitors for
the Bill.

Boston, Newark, and Sheffield 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 main line of railway, with branches, and all proper and convenient stations, wharfs, erections, works, bridges, branches, communications, approaches, and conveniences connected therewith, to commence at or near to the town and parish of Boston, in the parts of Holland, in the county of Lincoln, at or near to a certain sluice or gowt, called Red Stone Gowt, in the hamlet of Skirbeck Quarter, in the parish of Skirbeck, in the said parts of Holland, in the said county of Lincoln, and terminating by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, now in course of construction at or near the Sheffield station, or proposed Sheffield station of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, at or near Osborne Street, in the township of Brightside Bierlow, in the parish of Sheffield, in the West Riding of the county of York, and by an independent terminus, or by a junction with any other railway, at or in the township of Brightside Bierlow aforesaid, in the parish of Sheffield aforesaid, which said main line of railway, and works connected therewith, will be situate 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), Skirbeck, Skirbeck Quarter, Boston Borough, Boston, Wyberton, Frampton, Kirton, Brothertoft, Kirton Rakes, Sutterton, Algarkirk, Swineshead, Gibbet Hills, Harts Grounds, the Rakes, all in the parts of Holland, in the county of Lincoln; Heckington, Garrick, the Oat Sheaf, Six Hundreds, Howell, Asgarby, Boughton, Kirkby Laythorpe, Evedon, Quarrington, Old Sleaford, New Sleaford, Holdingham, North Rauceby, South Rauceby, Great Rauceby, Wilsford otherwise Willesford, Hanbeck, Hanbeck Farm, Ancaster, West Willoughby, Sudbrook, Honington, Carlton Scroope, Barkston, Marston, Hougham, Dry-Doddington, Westborough, Stubton, Claypole, all in the parts of Kesteven, in the said county of Lin-

coln; Balderton, Newark-upon-Trent, Newark, Hawton, Farndon, Upton, Rolleston, Staythorpe, Southwell, Easthorpe, Burgage, Southwell-Hightown, Halam, Edingley, Farnsfield, Blidworth, Lindurst Farm, Mansfield, Mansfield Woodhouse, Warsop, Soucam otherwise Sookholme, Cuckney, Norton, Nether Langwith, Holbeck otherwise Howbeck Woodend, Holbeck otherwise Howbeck Woodhouse, Woodhouse-Hall-Farm, Welbeck, Worksop, Worksop Manor, Huggon Field otherwise Haggon Field, and Shire Oaks, all in the county of Nottingham; Pleasley, Shirebrook, Whitwell, and Beighton, all in the county of Derby; Thorpe Salvin, North Anston, South Anston, Wales, Wales Wood, Treeton, Kiveton Park, Harthill, Woodall, Todwick, Aston cum Aughton, Handsworth, Handsworth Woodhouse, Orgreave, Rotherham, Catcliffe, Tinsley, Sheffield, Darnall, Attercliffe, Ecclesall Bierlow, Nether Hallam, and Brightside Bierlow, all in the West Riding of the county of York. Also for making and maintaining certain branch railways from and out of the said intended main line of railway, one of such branches numbered 1 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the proposed main line of railway, situate in or near a certain place called Garrick, in the parish of Heckington aforesaid, and to terminate at or near the gas works, in the parish of Spalding, in the parts of Holland in the county of Lincoln aforesaid, either by an independent terminus there, or by a junction with any proposed or intended railway or railways. And another branch, numbered 2 on the plans and sections hereinafter mentioned, to commence on the proposed main line of railway near to the vicarage house, in the parish of Heckington aforesaid, and to terminate at or near the gas works, in the parish of Spalding aforesaid, either by an independent terminus there, or by a junction with any proposed or intended railway or railways; which said branches, numbered 1 and 2, and works connected therewith, will be situate 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), Gibbet Hills in Harts Grounds, Harts Grounds in Holland Fen, Bicker, Northorpe, Kirton, Donington, Quadring, Quadring-Eaudike, Cheale, Righolt, Wigtoft, Westhorpe, Gosberton, Rise-gate in Gosberton, Surfleet, Rise-gate in Surfleet, Rise-gate Clough, Pinchbeck North Gate, Pinchbeck, Pinchbeck Bars, Cowbit, Spalding, Wykeham, Winsover, Swineshead, Northend, Frist, Gauntlet, Langrick Ferry, Coppin-Syke, and Ferry Corner, all in the said parts of Holland, in the said county of Lincoln; and Heckington, Garrick, the Oat Sheaf, Six Hundreds, Great Hale, Little Hale, Swaton, Helpringham, and Horbling, all in the said parts of Kesteven, in the said county of Lincoln. And another branch, numbered 3 on the plans and sections hereinafter mentioned, to commence at or near a certain place called Wilsford Warren otherwise Wilsford Warren, in the parish of Wilsford otherwise Willesford, in the county of Lincoln aforesaid, or within the extra-parochial place called Hanbeck, and to terminate at or near the gas works, in the

parish of Spalding aforesaid, either by an independent terminus there, or by a junction with any proposed or intended railway or railways; which said branch, numbered 3, and works connected therewith, will be situate 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), Donington, Quadring, Cowbit, Spalding, Wykeham, Winsover, Pinchbeck, Pinchbeck-Bars, Pinchbeck-North Gate, Rigbolt, Gosberton, Risegate in Gosberton, Surfleet, Risegate in Surfleet, Risegate Clough, and Westhorpe, all in the said parts of Holland, in the county of Lincoln aforesaid; and Wilsford otherwise Willesford Hanbeck, Hanbeck Farm, Silk Willoughby, Quarrington, Culverthorpe, Oseby, Aisby, Kelby, Haydor, Crofton Farms, Swarby, Burton-Pedwardine, Aunsby, Aswarby, North Beck, Scredington, Scot Willoughby, Osbournby, Spanby, Threckingham otherwise Treckingham, Bridge End, Swaton, Horbling, Billingborough, Pointon, Sempringham, Helpringham, Millthorpe, Aslackby, and Folkingham otherwise Falkingham, all in the said parts of Kesteven, in the county of Lincoln aforesaid. And another branch, numbered 4 on the plans and sections hereinafter mentioned, to commence at or near a certain point on each of the three last-mentioned branches, situate in a certain pasture field, in the parish of Pinchbeck aforesaid, in the occupation of Charles Green, and adjoining a piece of land known by the name of the Gibbet Piece, in the parish of Pinchbeck aforesaid, and to terminate at or near a certain dwelling-house, late in the occupation of Samuel Beech, but now of Thomas Cotton, in the parish of Spalding aforesaid, either by an independent terminus there, or by a junction with any proposed or intended railway or railways, which said branch, numbered 4, and works connected therewith, will be situate 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,) Pinchbeck, Pinchbeck Bars, Pinchbeck North Gate, Cowbit, Spalding, Wykeham, and Winsover, all in the said parts of Holland, in the county of Lincoln aforesaid. And another branch, numbered 5 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the proposed main line of railway situate in or near a certain pasture field in the parish of Barkston, in the county of Lincoln aforesaid, called Little Crofts, in the occupation of Mary Marsh, and to terminate either by an independent terminus at or near a place called Grantham House, in the parish and borough of Grantham, in the county of Lincoln aforesaid, and in the occupation of Charles Kewney, Esquire, or by a junction there with the intended Great Northern Railway, or by a junction with a branch of such intended Great Northern Railway, or with any other intended railway there. And another branch, numbered 6 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the proposed main line of railway, situate in or near a certain arable field in the parish of Hougham, in the county of Lincoln aforesaid, called the Ewe Field, being part of the

Hougham Mill Farm there, and in the occupation of Robert Francis Brown, and to terminate by a junction with the said branch numbered 5, of the said proposed main line of railway at or near a point thereon situate near to a certain wood in the parish of Syston, in the said county of Lincoln, called Jericho Wood, the property of Sir John Charles Thorold, Baronet; which said branches numbered 5 and 6, and works connected therewith, will be situate 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,) Barkston, Syston, Belton, Great Gonerby, Manthorpe-cum-Little Gonerby, Hougham, Marston, Grantham Borough, Grantham, Spittlegate, Harrowby, Hough-on-the-Hill, Barrowby, Brandon, and Sedgbrook, all in the said parts of Kesteven, in the county of Lincoln aforesaid. And another branch, numbered 7 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the proposed main line of railway, situate in a certain pasture field called The Second Sand Field, in the parish of Balderton, in the county of Nottingham, in the occupation of William Oldham, and to terminate by a junction with the line of the said proposed main line of railway at or near a point thereon, situate in a pasture field in the parish of Farndon, in the county of Nottingham aforesaid, adjoining the eastern side of the Foss Road, leading from Newark-upon-Trent to Nottingham, and in the occupation of Edward Abbot. And another branch numbered 8 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the last mentioned branch (numbered 7) of the proposed main line of railway, situate in a certain garden in the parish of Newark-upon-Trent, in the county of Nottingham aforesaid, in the occupation of Thomas Fowke Andrew Burnaby, near to the gas-works there, and to terminate by a junction with the said intended Great Northern Railway in or near a certain pasture field in the parish of Newark-upon-Trent aforesaid, adjoining the south-eastern side of a certain occupation road leading from a road or lane called Slade Lane to the Plaster Pits in Newark-upon-Trent aforesaid, and now in the occupation of Edward Cooper; and which branches, numbered 7 and 8, and works connected therewith, will be situate 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,) Balderton, Newark-upon-Trent, Newark, Hawton and Farndon, all in the county of Nottingham aforesaid. And another branch, numbered 9 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the proposed main line of railway situate in a certain pasture, field, or homestead, in the parish of Rolleston, in the county of Nottingham aforesaid, belonging to and in the occupation of John Barker, and to terminate by a junction with the Midlands Railway, leading from Nottingham to Lincoln, now in course of construction, at or near a certain point on the said Nottingham and Lincoln Railway, situate in an arable field called Calfland's Close, being part of the manor farm situate in the parish of Rolleston aforesaid,

and in the occupation of John Cullen. And another branch, numbered 10 on the plans and sections hereinafter mentioned, to commence at a point on the proposed main line of railway, situate in or near a certain pasture field called the West Field, situate in the said parish of Rolleston, in the occupation of John Esam, and to terminate by a junction with the said intended railway proposed to be called the Nottingham and Lincoln Railway, at or near a point on the said Nottingham and Lincoln Railway, situate in a certain pasture field called the Car Field, being part of the manor farm, in the parish of Morton, in the said county of Nottingham, and in the occupation of William Allcock; which said branches, numbered 9 and 10, and works connected therewith, will be situate in or pass through or into the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say,) Rolleston, Morton, and Upton, all in the county of Nottingham aforesaid. And another branch, numbered 11 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the proposed main line of railway situate near Tenter Lane, in the parish of Mansfield, in the county of Nottingham, and to terminate at or near a certain place called the Portland Wharf, near White Bear Lane, in the said parish of Mansfield; which said branch numbered 11, and works connected therewith, will be situate in the parish of Mansfield aforesaid. And another branch, numbered 12 on the plans and sections hereinafter mentioned, to commence at or near the said point on the proposed main line of railway near Tenter Lane, and to terminate either by an independent terminus at or near a place called Clay Cross Station, in the township of Tupton, in the parish of Northwingfield, in the county of Derby, or by a junction with the Midland Railway, at or near the said Clay Cross Station. And another branch, numbered 13 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the lastly beforementioned branch of the proposed railway, numbered 12 on the said plans and sections, situate in a close of land in the parish of Sutton-in-Ashfield, in the county of Nottingham, near the public-house known by the sign of the Cart and Horse, called Lane End otherwise Cursham's Close, in the occupation of Thomas Spencer, and to terminate by an independent terminus at or near a place called Pinxton Basin, in the parish of Pinxton, in the county of Derby. And another branch, numbered 14 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the beforementioned branch numbered 12, situate in a certain close of land in the said parish of Sutton-in-Ashfield called Oddycroft Close, in the occupation of Francis Shacklock, being near to Sutton Hall, and to terminate by a junction with the beforementioned branch numbered 13, at a certain point near to Kirkby Hardwick, in the parish of Kirkby-in-Ashfield, in the county of Nottingham aforesaid. And another branch, numbered 15 on the plans and sections hereinafter mentioned, to commence at a certain point on the beforementioned branch, numbered 12 on the said plans and sections, situate in

or near a certain close of land in the township of Hucknall-under-Huthwaite, in the parish of Sutton-in-Ashfield aforesaid called the Barn Close, in the occupation of and adjoining the dwelling-house of John Mellers, and to terminate at or near a certain close of land situate in the township of Hucknall-under-Huthwaite aforesaid, called Upper-Horseplay-Hill Close, in the occupation of John Dodsley, Esquire. And another branch, numbered 16 on the plans and sections hereinafter mentioned, to commence on the said proposed main line of railway at or near a certain plantation situate on the eastern side of Quarry Lane, in the parish of Mansfield aforesaid, in the occupation of Messrs. Greenhalgh, and to terminate by a junction with the beforementioned branch number 12, at or near a point there situate near to a brick-yard belonging to and occupied by Richard Bromhead. And another branch, numbered 17 on the plans and sections hereinafter mentioned, to commence at or near a certain pasture field on the proposed main line of railway near to the Mansfield Union Workhouse, in the parish of Mansfield aforesaid, and to terminate by a junction with the said branch number 12, at or near a point thereon situate near a brickyard belonging to and occupied by Richard Bromhead, which said branches numbered 12, 13, 14, 15, 16, and 17 respectively, and works connected therewith will be situate 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,) Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Kirkby Woodhouse, Hucknall-under-Huthwaite, Annesley, Selston, Bagthorpe, Westwood, Underwood, Pinxton, Teversall, and Skegby, all in the county of Nottingham aforesaid; and Blackwell, Tibshelf, Pilsley, Northwingfield, Morton, Clay Lane, Newton, Woodthorpe, Stretton, Tupton, Clay-Cross, Pinxton, and Alfreton, all in the county of Derby aforesaid. And another branch, numbered 18 on the plans and sections hereinafter mentioned, to commence at a point upon the proposed main line of railway situate in an arable field in the parish of Whitwell in the county of Derby, called Larpits Close, near to Larpit Lane, and in the occupation of Charles Hancock, and to terminate either by an independent terminus at or near a certain arable field in the township and parish of Worksop in the county of Nottingham, adjoining the Gateford and Worksop turnpike-road, and in the occupation of Robert Mapson, or by a junction there with the intended Sheffield and Lincolnshire Junction Railway, or with any other proposed or intended railway or railways; which said branch numbered 18, and works connected therewith will be situate 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,) Worksop, Worksop Manor, Shire Oaks, Haggon-field otherwise Huggon-field, and Gateford, all in the county of Nottingham aforesaid, and Whitwell in the county of Derby aforesaid. And another branch, numbered 19 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the line of the proposed main line of railway,

situate in an arable field in the parish of Astoncum-Aughton in the West Riding of the county of York, in the occupation of Samuel Skinner, and to terminate either by an independent terminus there, at or near a place called Woodhouse Mill Station, on the Midland Railway in the parish of Astoncum-Aughton aforesaid, or by a junction there with the Midland Railway. And another branch numbered 20 on the plans and sections hereinafter mentioned, to commence at or near a certain point on the line of the proposed main line of railway, situate in or near to a certain arable field in the parish of Handsworth in the West Riding of the county of York, called or known by the name of "Top New Meadow," and in the occupation of George Hibbard, and to terminate either by an independent terminus at or near an arable field in the parish of Beighton, in the county of Derby aforesaid, adjoining the Midland Railway, and in the occupation of Joseph Cartledge, or by a junction there with the Midland Railway. And another branch, numbered 21, on the plans and sections hereinafter mentioned, to commence from and out of the said proposed main line of railway by a junction therewith in the parish of Handsworth aforesaid, and to terminate at or near the Birley Vale Colliery, in the said parishes of Beighton and Handsworth or one of them, and which said branches numbered 19, 20, and 21 respectively, and works connected therewith, will be situate 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,) Beighton in the county of Derby aforesaid, Astoncum-Aughton, Handsworth, and Handsworth Woodhouse, in the West Riding of the county of York.

And notice is hereby given, that it is intended to apply for powers in the said Bill or Bills, to make lateral deviations from the lines of the proposed railways, branches, and works to the extent or within the limits defined upon the plans hereinafter mentioned or referred to, and also to cross, divert, alter, or stop up either permanently or temporarily all such turnpike-roads, parish-roads, and other highways, rivers, streams, canals, navigations, tramroads, and railways within the said parishes, townships, extra-parochial and other places aforesaid, or some of them as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works; and that it is intended, if deemed advisable, to limit the said application to Parliament to any portion of the lines of railway and branches above mentioned. And notice is hereby also given, that it is intended to take powers in the said Bill, to enable the company or companies to be thereby incorporated to enter into, and carry into effect, and confirm such arrangements and agreements as may have been or may hereafter be agreed upon, for the purchase or sale or leasing of the Mansfield and Pinxton Railway, or any part thereof, or any rights and interests in the same, or for making alterations in the line of the said railway, for the purposes of the said undertaking, or for the regulation and management of the traffic along the line thereof within the parishes, townships, and extra-parochial places of Mansfield, Sutton-in-Ashfield, Kirkby-in-

Ashfield, Selston, Pinxton, Bagthorpe, Underwood, and Westwood, in the said county of Nottingham, and of Pinxton in the said county of Derby, and to abandon and relinquish such parts of the said last mentioned railway as may be necessary in consequence of such alterations, and for the transfer of all or any of the powers of the said Mansfield and Pinxton Railway Company, in connexion therewith, or to consolidate the said Mansfield and Pinxton Railway Company with the company or companies so to be incorporated as aforesaid, or to enable the said Mansfield and Pinxton Railway Company to make such alterations in the said railway or tramroad within the said parishes, townships, and extra-parochial places aforesaid, or some or one of them, to connect the same with the said intended railway, and for adapting the said railway or tramroad to the several purposes of both or either of the said companies, and for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of the Act, passed in the fifty-seventh year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a Railway or Tramroad from Bulls Head Lane in the Parish of Mansfield in the County of Nottingham, to communicate with the Cromford Canal at Pinxton Basin in the Parish of Pinxton, in the County of Derby." And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, will be deposited for public inspection 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; with the Clerk of the Peace for the parts of Kesteven in the said county of Lincoln, at his office at New Sleaford in the county of Lincoln aforesaid; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent in the said county of Nottingham; with the Clerk of the Peace for the county of Derby, at his office at Chesterfield in the said county of Derby; 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 of the said county of York; and with the Clerks of the Peace for the respective boroughs of Boston and Newark, at their offices in the said boroughs respectively, 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 railways and branches 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, and to apply for powers for the compulsory purchase of lands and houses, proposed to be taken for the purposes aforesaid, and all rights and interests therein, and also to levy tolls, rates, or duties upon or in respect of the said works, and to alter existing tolls, rates, or duties, and to confer, vary,

or extinguish exemptions from the payment of the tolls, rates, and duties authorized to be taken under or by virtue of the said recited Act or otherwise, and other rights and privileges. And notice is hereby further given, that it is proposed 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 Sheffield, Ashton-under-Lyne, and Manchester Railway Company, and to carry into effect and confirm any agreements or arrangements made, or hereafter to be made with the said company, in any manner relating to the said intended railways and works, and the traffic thereof, and to delegate to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said company, out of their corporate or other funds, 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 for the several purposes aforesaid, to alter, amend, and enlarge the provisions of the several Acts relating to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company following, or some of them, 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 of Her present Majesty, intituled "An Act for making a Railway from Sheffield in the West Riding of the County of York to Manchester in the County of Lancaster;" an Act passed in the session of Parliament, held in the fifth and sixth years of the reign of Her said present Majesty, intituled "An Act to Alter and Amend some of the Provisions of the Act relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway;" an Act passed in the session of Parliament, held in the sixth and seventh years of the reign of Her said present Majesty, intituled "An Act to increase the Capital of the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, and to Alter and Enlarge the Powers of the said Company;" and an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said present Majesty, intituled, "An Act to enable the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, to make a Branch Railway to Ashton-under-Lyne and Stalybridge, and to Alter and Enlarge the Powers of the said Company."

Dated this fourth day of November, 1845.

Parsons, Benn, and Parsons, Mansfield;
R. and R. Caparn, Newark;
Maurice Peter Moore, Sleaford;
 Joint Solicitors.

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Midland Railway Extensions. Newark and Gainsborough 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, with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the Nottingham and Lincoln line of the Midland Railway, in the parish of South Collingham and county of Nottingham, and terminating near a certain road called Trent Road, leading from the River Trent towards Beckingham, in the parish of Beckingham, in the same county, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of South Collingham, Brough, Deanthorpe otherwise Danethorpe, North Collingham, South Scarle, Besthorpe Girton, Meering, Spaldford otherwise Spalford, North Clifton, South Clifton, Thorney, Wigsley otherwise Wigglesley, Broadholme, Laneham, Taundby otherwise Taunby, Beckingham, or some of them, in the county of Nottingham; North Scarle, Eagle, Eagle Hall, Newton otherwise Newton-on-Trent, Kettlethorpe, Laughterton, Fenton, Torksey otherwise Torksey-with-Hardwick, Brampton, Heighwood Hardwick, Marnon, Gate Burton otherwise Burton Gate, Knaith, Stow, Stow Park, Normanby, Sturton and Bransby, Willingham, Upton, Kexby, Lea, Gainsborough otherwise Gainsburgh, Morton, East Stockwith and Walkerith, or some of them, in the county of Lincoln.

And also to authorise the construction and maintenance of a branch railway from the said intended railway, commencing at or near a certain road leading from Upton to Gainsburgh otherwise Gainsborough, in the parish of Gainsburgh otherwise Gainsborough aforesaid, called Foxby Lane, and terminating at or near another street or road called Spring Gardens, and also by a junction with the proposed Great Grimsby and Sheffield Railway in the same parish, such branch being wholly within the parish of Gainsburgh otherwise Gainsborough aforesaid.

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 and works, and to levy tolls in respect of the use thereof; and to purchase by compulsion or agreement lands and houses necessary for the completion of the same, or otherwise to incorporate a company for the purposes and with the powers aforesaid; and with power also to let on lease, or sell the said intended railway and branch railway to the Midland Railway Company; and to enable the said last-mentioned company to purchase or rent the same, or any part thereof. And it is further intended by the said Act or Acts to vary or extinguish all existing rights and privileges connected with the lands proposed to be taken for the purposes of the said intended railway and branch railway, or which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby 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 branch 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 Nottingham, at his office in Newark-upon-Trent; with the Clerk of the Peace for the parts of Lindsey in the county of Lincoln, at his office in Spilsby; with the Clerk of the Peace for the parts of Kesteven in the county of Lincoln, at his office in Sleaford. 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, branch and works respectively 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, Lincolns-Inn-Fields, London; *Ber-*
ridge and Macaulay, Leicester; *Samuel*
Carter, Birmingham; Solicitors.

Tranmere 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 to obtain an Act for paving, lighting (by gas or otherwise), watching, cleansing, draining, regulating, widening, repairing, and otherwise improving the several streets, squares, lanes, highways, turnpike-roads, carriage-ways, footpaths, and public passages and places within the township of Tranmere in the parish of Bebington, in the county of Chester, and for the effectual drainage and sewerage of the said township; and for forming and opening certain new streets, and for widening and improving some of the present streets, and for making better and more convenient approaches and communications to, through, and within the said township.

And notice is hereby given, that it is intended to obtain power to place the several turnpike-roads within the said township under the care and management of the commissioners to be appointed under the said intended Act, and for removing the present toll-bars therein from out of the said township.

And notice is also hereby given, that it is intended to apply for powers in the said Act for the compulsory purchase of lands, houses, buildings, tenements, and hereditaments, and to raise money for the purposes of the said Act, and for levying and taking certain tolls, rates, and assessments, and for granting all necessary and effectual powers for carrying the said Act into execution.

Dated this eighth day of November, 1845.

Henry B. Walker, Solicitor, Tranmere.
Jones and Walmisley, Parliamentary Agents.

Buckinghamshire Railway. Harrow to Aylesbury.

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 proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the London and Birmingham Railway, in the parish of Harrow, in the county of Middlesex, and terminating at or near the town of Aylesbury, in the parish of Aylesbury, in the county of Buckingham, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Harrow, Harrow Weald, Pinner, Roxeth, Sudbury, Wembley, Alperton otherwise Apperton, Kenton, Preston, Greenhill, Perivale otherwise Little Greenford, Greenford otherwise Great Greenford, Northolt otherwise Northall otherwise Northaw, West End, Ruislip or Ryslip otherwise Ruislip East, Ruislip West, Eastcot, Ickenham, Hillingdon, Saint Mary Hillingdon, Uxbridge, or some of them, in the county of Middlesex; Denham, Harefield, Iver, Chalfont Saint Peter, Chalfont Saint Giles, Amersham, Missenden, Little Missenden, Great Missenden, Brand's Fee, Lee, Wendover, Halton, Aston Clinton, Saint Leonards, Weston Turville, Stoke Mandeville, Prestwood, Aylesbury, Walton, or some of them, in the county of Buckingham.

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 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; 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 tram roads 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 the said 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 Clerk of the Peace for the county of Middlesex, at his office in Clerkenwell, and with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury.

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; *William Meyrick*,
2, Furnival's Inn, London; Messrs.
Rose, and Messrs. *Tindal*, Aylesbury;
Messrs. *Hearn and Nelson*; *Henry Smith*,
and *J. W. Cowley*, Buckingham, Solicitors.

Surrey Iron Railway Company Dissolving.

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 repeal or amend three several Acts; one of the said Acts passed in the forty-first year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a railway from the town of Wandsworth to the town of Croydon, with a collateral branch into the parish of Carshalton, and a navigable communication between the river Thames and the said railway at Wandsworth, all in the county of Surrey;" another Act passed in the forty-fifth year of the reign of His Majesty King George the Third, intituled "An Act to enable the Company of Proprietors of the Surrey Iron Railway to raise a further sum of money for completing the said railway and the

works thereunto belonging;" and the other Act passed in the forty-sixth year of the reign of His Majesty King George the Third, intituled "An Act for better enabling the Company of Proprietors of the Surrey Iron Railway to complete the same." And notice is hereby also given, that it is intended to apply for power to enable the said Surrey Iron Railway Company to sell and dispose of the lands, houses, rails, dock, and bason, together with the right of way or navigable communication from the dock or bason of the said company to the river Thames at Wandsworth in the said county of Surrey, and to discontinue the preserving, maintaining, and using the said railway, dock, bason, and other works of the said company, and to dissolve the said company; which said lands, houses, railway, dock, bason, right of way or navigable communication and other property of the said company, or some part thereof, are situate, lying, and being within the several parishes, townships, or extra-parochial places of Wandsworth, Streatham, Tooting, Wimbledon, Merton, Mitcham, Beddington, Wallington, and Carshalton, and the hamlets of Garrett, Waddon, and Wallington, all in the said county of Surrey. And notice is hereby also given, that it is intended to apply for power to extinguish any exemption from payment of tolls, rates, or duties, and to extinguish all rights of way, liberties, easements, and all other rights or privileges over or along the said lands and railway, or into the dock or bason of the said company, with horses, carts, waggons, and other carriages, or with boats, barges, or other vessels, or any or either of them, or without, now used, exercised, and enjoyed, or which under or by virtue of any or either of the before-mentioned Acts or otherwise, howsoever any person or persons now are entitled to use, exercise, or enjoy over, along, or into the said lands, railway, dock, or bason of the said company.

And notice is hereby also given, that it is intended to apply for powers to divide the proceeds of any sale or sales of the said lands, houses, railway, dock, bason, right of way, or navigable communication and other property of the said company amongst the proprietors or shareholders in the said company, and all such other necessary powers and provisions as may be expedient for carrying the intended Act into execution.

Dated this tenth day of November, 1845.

B. C. Lutty, Clerk and Solicitor to the said Company, Wandsworth, Surrey, and Dyers' Hall, London.
Jones and Walmisley, Parliamentary Agents.

Buckinghamshire Railway. Tring to Banbury.

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 proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the London and Birmingham Railway in the parish of Aldbury, in the county of Hertford, 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 of Aldbury, Pendley, Tring, Long Marston, Betloe, Wilstone, Puttenham, or some of them, in the county of Hertford; Marsworth, Drayton, Beauchamp, Buckland, Aston Clinton, Saint Leonard's, Weston Turville, Wendover, Bierton, Broughton, Aylesbury, Walton, Quarrendon, Fleet Marston, Waddesdon, Woodham, Westcott, Quainton, Shipton Lee, Doddershall, Denham, Pitchcott, Oving, Hardwich cum Weedon, North Marston, Hogshaw cum Fulbrook, Upper Fulbrook, Lower Fulbrook, Grandborough, Winslow cum Shipton, Shipton, East Claydon, Saint Botolph Claydon otherwise Bottle Claydon, Middle Claydon, Addington, Steeple Claydon, Padbury, Buckingham, Lenborough, Bourton, Prebend-end, Bourtonhold, Buckingham, Gawcott, Radclive otherwise Radcliff cum Chackmore, Tingewick Water Stratford, Shalstone, Westbury, Turweston, or some of them, in the county of Buckingham; Brackley, Saint James Brackley, Saint Peter Brackley, Hinton in the Hedges, Steane, Halse, Farthingho, or some of them, in the county of Northampton; Fimere, Mixbury, Fulwell, Banbury, Neithrop, Calthorpe otherwise Calthorpe, Wickham, Hardwick, Drayton, or some of them, in the county of Oxford; Evenley, Gretworth, Marston Saint Lawrence, Westhorpe otherwise Westrop, Thenford, Newbottle, Little Purston, King's Sutton, Great Purston, Burston, Middleton Cheney, Overthorpe, Warkworth, Nethercote, Grimsbury, or some of them, in the county of Northampton.

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 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 tram-roads 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 the said 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 Hertford, at his office in Saint Alban's; with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury; with the Clerk of the Peace for the county of 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; *William Meyrick,*
2, Furnival's Inn, London; Messrs. *Rose*
and Messrs. *Tindal,* Aylesbury; Messrs. *Hearn*
and *Nelson;* *Henry Smith* and *J. W. Cowley,* Buckingham; Solicitors.

The North Wales Mineral and the Shrewsbury, Oswestry, and Chester Junction Railways, (Amalgamation.)

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 authorize and empower the union and consolidation into one undertaking of the North Wales Mineral Railway, and all branches and extensions belonging thereto and connected therewith, and the Shrewsbury, Oswestry, and Chester Junction Railway, and all extensions and branch railways belonging thereto, and connected therewith, and all

such other extensions, branch railways, and other works which may be authorized to be carried into effect by the said companies, or either of them, by any Act or Acts of the next session of Parliament, and the respective capital, stocks, shares, properties, and effects of the said North Wales Mineral Railway Company, and of the Shrewsbury, Oswestry, and Chester Junction Railway Company, and to vest in one company the said several railways and works, and all the capital, stock, shares, property, and effects, and all the powers and privileges now vested in the said two companies or either of them, or which may be vested in them or either of them by any Act or Acts of the next session of Parliament, and to authorize the incorporation of a new company for the purposes above mentioned, or to authorize and empower the North Wales Mineral Railway Company, and the Shrewsbury, Oswestry, and Chester Junction Railway Company, or either of them, so sell, dispose of, and make over to the other of them, and the other of the said companies to purchase and take the several lines of railway and all branches, extensions, and other works already authorized by Parliament, or which may be authorized in the next session, and all other the capital, stock, shares, property, and effects, and all powers, rights, and privileges belonging to the said companies respectively, and to disincorporate the said North Wales Mineral Railway Company, or the said Shrewsbury, Oswestry, and Chester Junction Railway Company, or one of them.

And by the said Bill it is intended to alter, repeal, amend, or enlarge all or some of the powers and provisions of the three following Acts of Parliament already made and passed namely, an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from the River Dee, in the County of the City of Chester to Wrexham, in the County of Denbigh, to be called 'The North Wales Mineral Railway;'" another Act, passed in the last session of Parliament, intituled "An Act to authorize the North Wales Mineral Railway Company to extend their line to Ruabon, and to make a branch railway from Rhos Robin to Minera, and to raise additional capital for those purposes;" and another Act passed in the said last session of Parliament, intituled "An Act for making a Railway from Shrewsbury, in the County of Salop, to Ruabon, in the County of Denbigh, to be called 'the Shrewsbury, Oswestry, and Chester Junction Railway.'" And in the said Bill it is intended to insert powers to alter, vary, and regulate the rates, tolls, and duties at present demandable or receivable for the use of the said several railways respectively, or any one or more of them, and to enable the said company so to be consolidated or incorporated to levy and receive the same, or other rates, tolls, or duties, in, or upon, or for, or in respect of the said several railways, or the said consolidated railway respectively; and to extend and make applicable to the said consolidated or new company, and all the works, property, matters, and things belonging thereto, or connected therewith, all or some of the powers and provisions

of the said several Acts of Parliament relating to the said several companies respectively.

And it is also intended by the said Bill to take powers to enable the said Shrewsbury, Oswestry, and Chester Junction Railway Company, and the said North Wales Mineral Railway Company, or either of them, or the consolidated or new company, to raise more money by creation of new or additional shares in the said respective companies or either of them, or in the said consolidated or new companies, or by loans or otherwise, as well for adjusting, and equalizing, and effecting the arrangements or otherwise for the purposes of the said consolidation, as also for the general purposes of the said consolidated or new company, and also to convert the capital and shares of the said consolidated or new company or any part thereof into stock.

Dated this tenth day of November 1845.

Henry Kelsall, Solicitor.

Lynn and Fakenham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to incorporate a company, and to give to such company power to make and maintain a railway with all proper stations, bridges, roads, approaches, warehouses, works, and conveniences connected therewith, commencing by a junction in the parish of Mintlyn, in the county of Norfolk, with the line of railway from Lynn Regis, in the said county, to East Dereham, in the said county, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, and terminating in the parish of Fakenham otherwise Fakenham Lancaster, in the county aforesaid, or commencing and terminating at some intermediate point between the points of commencement and termination hereinbefore specified, which said railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places following, or some of them, (that is to say,) Gaywood, Mintlyn, Bawsey, Leziat otherwise Ledgit otherwise Lesgath, Ashwick cum Leziat, Grimstone otherwise Grimston, Gayton, Roydon, Congham, Hillington, Great Massingham, Little Massingham, Harpley, West Rudham, East Rudham, Broomsthorpe, Coxford, Tattersett otherwise Gatesend, Tatterford, Dunton otherwise Doughton otherwise Dunton cum Doughton, Helhoughton otherwise Holghton otherwise Helverton, South Rainham otherwise Rainham Saint Martin, East Rainham otherwise Rainham Saint Mary otherwise Great Rainham, West Rainham, Toft Trees, Shereford otherwise Sherford otherwise Sheringford, Sculthorpe otherwise Scoulthorpe, Hempton, Pudding Norton, and Fakenham otherwise Fakenham Lancaster, all in the said county of Norfolk.

And it is intended by the said Act to apply for powers to make lateral deviations in the construction of the said railway from the line or situation thereof, to the extent or within the limits defined upon the plans to be deposited as hereinafter mentioned.

And it is further intended by the said Act to take powers for the compulsory purchase of lands and houses, and to levy tolls, rates, and duties upon, or in respect of the said proposed railway and works, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties.

And it is further intended by the said Act to vary or extinguish all rights or privileges in any manner connected with the lands and houses proposed to be taken for the purposes of the said undertaking, and to confer other rights and privileges.

And it is further intended to cross, divert, alter, or stop up all such turnpike-roads, parish-roads, and other highways, streams, watercourses, canals, cuts, navigations, drains, railways, and tramroads within the said parishes, townships, townlands, 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 such proposed railway and works.

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

Dated this eighth day of November, 1845.

*Charles Wright, 27, Essex-street, Strand;
Goodwin, Partridge, and Williams,
Lynn, Norfolk, Solicitors.*

London and Blackwall 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 to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter mentioned, *videlicet*: "An Act passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled 'An Act for making a railway from the Minorities to Blackwall, with branches, to be called The Commercial Railway;' An Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled 'An Act to amend the Act relating to the Commercial Railway Company;' an Act passed in the third year of the reign of Her present Majesty Queen Victoria, intituled 'An Act for extending the line of the railway between London and Blackwall, called the Commercial Railway, and for amending the Acts relating thereto;' an Act passed in the fourth year of the reign of Her present Majesty Queen Victoria, intituled 'An Act for granting further powers to the London and Blackwall Railway Company;' and an Act passed in the fifth year of the reign of Her present Ma-

esty Queen Victoria, intituled 'An Act to alter, amend, and enlarge the powers and provisions of the Acts relating to the London and Blackwall Railway.'" And in such Bill it is intended to apply for power to enable the London and Blackwall Railway Company to widen the line of their railway as at present constructed, commencing in the parish of Saint Dunstan Stebonheath otherwise Stepney, in the county of Middlesex, passing thence from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Saint Dunstan Stebonheath otherwise Stepney, Ratcliffe, Saint George otherwise Saint George in the East, Saint Mary Matfelon otherwise Whitechapel, and Saint Botolph Aldgate, or some of them, in the county of Middlesex, and Saint Botolph Aldgate otherwise Saint Botolph without Aldgate, Saint Olave Hart-street, and Saint Katherine Coleman, or some or one of them, in the city of London, and terminating in the said parish of Saint Katherine Coleman, in the city of London. And in the said Bill powers will be applied for to deviate from the line or lines laid down in the plans herein-after 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 widening. 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 widened 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 the lands proposed to be taken for the purposes of such widened railway, and to confer other rights and privileges. And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said widened 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 Middlesex, at Clerkenwell, and at the office of the Clerk of the Peace for the city of London, at his office in the Old Bailey; 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 widened railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this eighth day of November, 1845.

*Stokes, Hollingsworth, Tyerman, and
Johnston, 24, Gresham-street.*

*Pearce, Phillips, and Winkworth, 10,
Swithins-lane.*

Holborn Terminus Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts to make and maintain a railway with all proper works, approaches, and conveniences connected therewith, to commence at or near Furnival's Inn on the north side of Holborn, Holborn Bars, and Holborn Hill, or some or one of them, in the parishes of Saint Andrew Holborn, Saint Andrew Holborn above the Bars, Saint Andrew Holborn below the Bars, and the united parishes of Saint Andrew Holborn above the Bars and Saint George the Martyr, or some or one of them, in the county of Middlesex and the city of London, or one of them; and to terminate by a junction with the proposed direct Northern Railway from London to York, or other proposed railway or railways, or by a distinct terminus at or near a certain lane or road commonly called or known by the name of Randell's-lane in the parishes of Saint Pancras and Saint Mary Islington, or one of them, in the county of Middlesex; which said railway with the works, approaches, and conveniences connected therewith, is intended 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,) Furnival's Inn, Saint Andrew Holborn, Saint Andrew Holborn above the Bars otherwise the Upper Liberty of Saint Andrew Holborn, Saint Andrew Holborn below the Bars otherwise the Lower or City Liberty of Saint Andrew Holborn, Saint George the Martyr, the united parishes of Saint Andrew Holborn above the Bars and Saint George the Martyr, and Brookes Market in the city of London and county of Middlesex, or one of them, Mount Pleasant, Saint James Clerkenwell, Saint John Clerkenwell, Bagnigge Wells, Battle Bridge, Saint Pancras, King's Cross, Pentonville, Pentonville-hill, Islington, and Saint Mary Islington, all in the county of Middlesex.

And notice is 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, works, approaches, and conveniences, as laid down in the plans thereof to be deposited in pursuance of the Standing Orders of Parliament, to the extent defined on such plans.

And notice is further given, that it is intended to apply for powers to be granted by the said Act or Acts to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements, and hereditaments, intended to be taken for the purpose of the said railway, works, approaches, and conveniences, or any of them, 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 cross, vary, divert, alter, or stop up all such streets, turnpike roads, parish roads, occupation roads, and other highways, paths, passages, streams, waters, watercourses, canals, aqueducts, navigable rivers, navigations, rivers, drains, brooks, and railways, within the several parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross,

vary, divert, alter, or stop up, for the purposes of such railway, or the works, approaches, and conveniences connected therewith respectively. And also to authorize junctions with any railway or railways, or branch railways, at their commencements or terminations, or in the line or course of such railway and branch railways respectively in the several parishes, townships, and extra-parochial or other places before mentioned, or some of them.

And notice is further given, that it is intended by the said Act or Acts to obtain powers for the compulsory purchase of lands, houses, tenements, and hereditaments, for the purpose of such intended railway, works, approaches, and conveniences, and for power 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 notice is further given, that it is intended by the said Act or Acts to incorporate a company for the purpose of making, maintaining, working, and using the said intended railway, works, approaches, and conveniences, and to confer on such company all such other powers as may be necessary for carrying into execution the said undertaking.

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, works, approaches, 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 who may be so minded, and who shall be named in the said Act or Acts, 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 by the said Act or Acts, and such other railway company or companies, or any of them, 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 hereby further given, that duplicate plans and sections describing the line, levels, and situation of the said intended railway, works, and approaches, 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 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 respectively, will be deposited for public inspection on or before the thirtieth day of November one thousand eight hundred and forty-five, with the Town Clerk for the City of London, at his office at Guildhall, in the said city, and with the Clerk of the Peace for the County of Middlesex, at his office at the Sessions House, Clerkenwell Green, in the said county, and that on or before the thirty-first day of December one thousand eight hundred and forty-five, a copy of se

much of the said plans, sections, and books of reference as relates to each of the before-mentioned parishes, from, in, through or into which the said intended railway, works, and approaches, or any part thereof, are intended to be made and maintained, will be deposited also for public inspection with the parish clerks of those parishes respectively at their respective residences.

Dated this seventh day of November, 1845.

Johnston, Farquhar, and Leech, 65, Moor-gate Street, London, Solicitors for the Bill.

G. and T. W. Webster, 26, Great George Street, Westminster, Parliamentary Agents.

North Wales 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 some of 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 present Majesty Queen Victoria, intituled "An Act for making a Railway from the River Dee, in the county of the city of Chester, to Wrexham, in the county of Denbigh, to be called The North Wales Mineral Railway;" and another Act, intituled "The North Wales Mineral Railway Extension Act, 1845;" and to authorize and enable the North Wales Mineral Railway Company to make and maintain a deviation from the line of the Extension Railway, authorized to be made by the said North Wales Mineral Railway Extension Act, 1845, to commence at or near a field, number 116, in the parish of Ruabon, in the county of Denbigh, on the plans of the said extension line, deposited with the Clerk of the Peace for the county of Denbigh, referred to in the said Act, and to pass through the parishes, townships and places of Christionydd Kenrick Bodylltyn, Rhyddalt, Hafod, Morton below, and Ruabon, in the said county of Denbigh, and to terminate at or near a field number 25, in the parish of Ruabon aforesaid, on the said plans; also to authorize and enable the said North Wales Mineral Railway Company to make and maintain a branch railway from and out of the same extension railway to commence at or near a field number 117, in the parish of Ruabon, on the said parliamentary plans, and to pass through or into the several townships parishes and places of Christionydd Kenrick, Coed Christionydd, Ruabon, Trevor ucha, Trevor issa, and Llangollen, in the said county of Denbigh, and to terminate at or near a field known by the name of Cae Pant, in Llangollen aforesaid, now in the occupation of Alexander Reid, Esquire.

Also another branch railway, from the line of the branch railway authorized to be made by the said North Wales Mineral Railway Extension Act, 1845, to commence at or near a field number 78, in the parish of Gresford, on the parliamentary plans of the said branch, and to pass through or into the townships, parishes and places of Broughton, Brymbo, Wrexham, Gwersylt and Gresford, in the county of Denbigh, and to terminate at a field

known by the name of The Waste, in the township of Gwersylt, in the said parish of Gresford, in the occupation of John Thompson, Esquire.

Also another branch railway, from the line of the branch railway authorized to be made by the said North Wales Mineral Railway Extension Act, 1845, to commence at or near a field number 82, in the parish of Gresford, on the parliamentary plans of the said branch, and to pass through or into the townships parishes and places of Gwersylt, Gresford, Broughton and Wrexham, in the said county of Denbigh, and to terminate at or near the Brynmally coalworks, in the said township of Broughton, in the said parish of Wrexham.

Also to authorize the said North Wales Mineral Railway Company to make and maintain all necessary stations, erections, bridges, wharfs, warehouses communications, and other works connected with the said deviation and branch railways, and it is also intended to apply for powers to make lateral deviations from the line of the said deviation and 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, 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 deviation and branch railways and works.

And notice is hereby further given, that a plan of the said deviation and branch railways 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 Denbigh, at his office at Ruthin, in the said county, on or before the thirtieth day of November 1845, 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 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 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 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 deviation and branch railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this fifth day of November 1845.

Henry Kelsall, Solicitor.

Portbury Pier and 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 to incorporate a company or companies, and to give to such company or companies power to construct a pier or piers, or landing places and other works connected therewith, to facilitate the embarking and disembarking of passengers, and also goods, wares, and merchandise from steam packets and other vessels in the parish of Portbury, in the county of Somerset. And also a railway, with all proper works, stations, and other conveniences connected therewith, commencing by means of a junction with such intended pier or piers or landing places, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Portbury, Portishead, Clapton otherwise Clapton-in-Gordano, Saint Georges otherwise Easton-in-Gordano, Wraxall, Abbots Leigh, and Long Ashton, or some or one of them, in the county of Somerset, and Bedminster, partly in the said county of Somerset, and partly in the city and county of Bristol, and terminating by means of a junction with the Bristol and Exeter Railway, in the said parish of Bedminster, in the city and county of Bristol. And also power to construct a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said first-mentioned intended line of railway, in the parish of Portbury, passing from thence into and terminating in the parish of Portishead, in the said county of Somerset.

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 authorize junctions with, and to stop up, alter, or divert, whether temporarily or otherwise, all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, navigable and other 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 join or stop up, alter or divert, by reason of the construction, and for the purposes of such pier or piers, or landing places, railway, branch railway, or the works, stations, and conveniences connected therewith, respectively.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, or duties, for the use and in respect of the said pier or piers, or landing places, 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, 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 pier or piers, or landing places, railway and branch railway, or any of them, or which would in any manner impede or interfere with the construction, maintenance, or use of the

same respectively, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans, describing the line of the said intended pier or piers, or landing places, railway and branch railway, with a section describing the levels of the said railway and branch railway, 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 Somerset, at Taunton, in that county, and at the office of the Clerk of the Peace for the city and county of Bristol, at Bristol. 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 pier or piers, landing places, railway and branch railway or works, or any of them, will pass or be situate, will be deposited with the parish clerk of each such parish. And notice is hereby further given, that it is intended by such Bill or Bills to authorize the company or companies to be thereby incorporated to take a lease of a certain bridge, authorized to be erected across the river Avon, from near the line of the said railway in the said parish of Long Ashton, to the parish of Clifton, in the said city and county of Bristol, and to enter into all necessary arrangements with the trustees of the said bridge for that purpose; and also to enable the company or companies to be incorporated by such Bill or Bills to sell, or let, and transfer the said pier or piers, or landing places, railway, and branch railway, or either of them, or any part or parts thereof, and all or any of the powers of such company or companies in connection therewith, or in relation thereto, to the Great Western Railway Company, and to the Bristol and Exeter Railway Company, or either of them, and generally to enable the said company or companies to be incorporated by the said Bill or Bills, to enter into and carry into effect such arrangements for the construction, maintenance, use, and working of the said pier or piers, or landing places, railway, branch railway, and works, or any of them, or any part or parts thereof respectively, by the said Bristol and Exeter and Great Western Railway Companies, or either of them, as may be mutually agreed upon between them respectively. And also to enable the said company or companies to be incorporated by such Bill or Bills, to purchase, rent, or use any part or parts of the said Bristol and Exeter and Great Western Railways, or either of them, and generally, to enter into and carry into effect such arrangements with the said Bristol and Exeter and Great Western Railway Companies, or either of them, for effecting such last-mentioned purposes, or any or either of them, or in relation thereto, as may be mutually agreed upon between the said last-mentioned companies respectively, and the company or companies to be incorporated by the said Bill or Bills. And notice is hereby also given, that in such Bill or Bills provision is intended to

be made to alter so much of the several Acts passed in the forty-third, forty-sixth, forty-eighth, and forty-ninth years of the reign of His Majesty King George the Third, and in the third year of the reign of His Majesty King George the Fourth, for improving and rendering more commodious the port and harbour of Bristol, as will enable the Bristol Dock Company to reduce or alter the rates or duties in the said several Acts, or some or one of them particularly mentioned, described, specified and set forth as payable to the Bristol Dock Company, in respect of ships or vessels, goods, wares, merchandise, and commodities imported into the said port of Bristol, and using, or embarked, or disembarked at the said pier or landing place. And in which Bill or Bills, provision is also intended to be made to incorporate in the said Bill or Bills, or to extend to the same some of the provisions of an Act passed in the session of Parliament holden in the fourth and fifth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a pier in the parish of Portbury, in the county of Somerset, with works and approaches connected therewith," or to repeal the said Act.

Dated this seventh day of November, 1845.

Osborne, Ward, and Co., Bristol, Solicitors.

Warwickshire and London Railway.

Hampton and Banbury Line.

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 proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the London and Birmingham Railway, in the parish of Hampton-in-Arden, in the county of Warwick, and terminating near the town of Banbury, in the parish of Banbury, in the county of Oxford, and passing from, in, through or into the several parishes, townships, extra-parochial, and other places of Hampton-in-Arden, Diddington, Kilwalsey, Bickenhill, Middle Bickenhill, Church Bickenhill, Hill Bickenhill, Berkswell, Barston, Balsall, Temple Balsall, Kenilworth, Honiley, Hatton, Beausale otherwise Beausall, Wedgnoek, Wedgnoek Park, Budbrook, Warwick, Saint Mary Warwick, Market-place Ward Warwick, Saltisford Ward Warwick, Jury-street Ward Warwick, Castle-street Ward Warwick, High-street Ward Warwick, West-street Ward Warwick, Saint Nicholas Warwick, Bridge-end Ward Warwick, Smith-street Ward Warwick, Saint Nicholas Meadow, Emscote otherwise Edmondscott, Myton, Leamington Priors, Saint Mary Leamington Priors, Newbold Comyn, Newbold, Whitnash, Radford, Radford Semele, Harbury otherwise Harberbury, Tachbrook, Bishops Tachbrook, Tachbrook Mallory, Chesterton, Kingstone otherwise Little Chesterton, Kington, Itchington, Bishops Itchington, Upper Itchington, Lower Itchington, Brook Itchington, Old Itchington, Chapel Ascote, Chadshunt, Gaydon, Dassett, Burton Dassett,

North-end, Little Dassett, Knightcote, Great Dassett otherwise Dassett Magna, Hardwick otherwise Herdwick, Hardwick Priors, Avon Dassett, Warmington, Arlescote, Warmington and Arlescote, Farnborough, Shotswell otherwise Shotteswell, Shotteswell Bury, Cropredy and Mollington, or some of them, in the county of Warwick; and Cropredy, Mollington, Bourton, Great Bourton, Little Bourton, Hanwell, Hanwell Grounds, Drayton, Banbury, Neithrop, and Hardwick, or some of them, in the county of Oxford, with an alternative line through or near the town of Leamington, passing from, in, through, or into the said several parishes, townships, extra parochial and other places of Leamington Priors, Saint Mary Leamington Priors, Newbold, Newbold Comyn and Whitnash, or some of them, in the said county of Warwick.

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 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; 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 the said company or companies to be thereby incorporated, to let on lease, sell or transfer, to the London and Birmingham and Midland Railway Companies, or either of them, 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 and Midland Railway Companies, or either of them, 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 Warwick, at his office in Stratford-upon-Avon, and with the Clerk of the Peace for the county of Oxford, at his office in Oxford; 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 is 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.

Thomas Heath, Buck and Baker, Warwick;
Samuel Carter, Birmingham, Solicitors.

Lincoln Waterworks.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session for an Act for better supplying with water the inhabitants of the following parishes, townships, townlands, and extra-parochial or other places, viz., Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary le Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, Saint Michael on the Mount, Saint Mary Magdalen, Saint Paul, Saint Nicholas, Saint John, Saint Peter in Eastgate, Saint Margaret, the Palace, the Castle of Lincoln, the Castle Dykeings, Beaumont Fee, Monks Liberty, the West Common, the Diglings, the South Common, the Holmes, Monks Leys, Saint Giles, and lands thereto or adjoining Cottam's mill and land, the Union-house and grounds, the Asylum, the ancient Workhouse and lands thereto in the City of Lincoln; and also the inhabitants of the several parishes and places following, viz., Skellingthorpe, Boultham, Bracebridge, in the parts of Kesteven in the county of Lincoln; the Castle of Lincoln, the Castle Dykeings, the Bail of Lincoln, the Close of Lincoln, in the parts of Lindsey in the county of Lincoln; and it is proposed by the said intended Act to incorporate a company, and to give them all necessary powers, to construct and maintain a reservoir or reservoirs with all proper aqueducts, basins, engines, pipes, conduits, tunnels, works, and conveniences connected therewith, and to supply the same with water from the Prial Drain in the county of Lincoln, from or near to a certain bridge over the said Prial Drain on the highway leading from Boultham to Skellingthorpe, in the parish of Skellingthorpe aforesaid; which said

reservoir or reservoirs, aqueducts, basins, engines, pipes, conduits, tunnels, works, and conveniences are intended to be constructed within the said several parishes, townships, townlands, and extra-parochial or other places of Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary le Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, Saint Michael on the Mount, Saint Mary Magdalen, Saint Paul, Saint Nicholas, Saint John, Saint Peter in Eastgate, Saint Margaret, the Palace, the Castle of Lincoln, the Castle Dykeings, Beaumont Fee, Monks Liberty, the West Common, the Diglings, the South Common, the Holmes, Monks Leys, Saint Giles, and lands thereto or adjoining, Cottam's mill and land, the Union-house and grounds, the Asylum, the ancient Workhouse and lands thereto in the city of Lincoln; Skellingthorpe, Boultham, Bracebridge, in the parts of Kesteven in the county of Lincoln; the Castle of Lincoln, the Castle Dykeings, the Bail of Lincoln, the Close of Lincoln, in the parts of Lindsey in the county of Lincoln, or some of them. And it is also intended to take powers to enable the said company to take and purchase by compulsion, agreement, or otherwise, lands, houses and property, for the purposes aforesaid, or any of them, and to vary, repeal, or extinguish all existing rights and privileges connected with such lands, houses, and property, or which would in any manner impede or interfere with the construction and maintenance of the said works, or any of them:

And also to enable the said Company to lay down and maintain mains, pipes, and conduits, for the conveyance of such water through private lands, and in and along streets, roads, and public passages, within the several parishes, townships, townlands, and extra-parochial or other places aforesaid or some of them:

And also to enable the said company to levy and collect rates or rents for such supply of water, and for granting such exemptions from the payment of such rates or rents as may be deemed expedient.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended works and the lands in or through which the same are proposed 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, will be deposited with the Clerk of the Peace for the city of Lincoln, at his office in the said city, and with the Clerk of the Peace for the parts of Kesteven in the county of Lincoln, at his office at Sleaford in the said county, and also with the Clerk of the peace for the parts of Lindsey in the said county of Lincoln, at his office, at Spilsby, in the said county; 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 aforesaid parishes, with a book of reference thereto will be deposited with the respective parish clerks of the said several parishes at their respective places of abode.

Dated this eighth day of November, 1845.

Richard Carlisle, Solicitor.

Warwickshire and London Railway.

Worcester and Weedon Line, with Branches to Droitwich and Alcester.

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 proper works and conveniences connected therewith, and approaches thereto, commencing at or near Sansome Fields, in the parish of Claines, in the city and county of the city of Worcester, and terminating by a junction with the London and Birmingham Railway, in the parish of Weedon otherwise Weedon Beck, in the county of Northampton, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Claines, Worcester, Saint Clements, Saint Nicholas, Saint Martin, Whistones otherwise Whitstons, or some of them, in the city and county of the city of Worcester; Whistones otherwise Whitstons, Saint Clements, Saint Nicholas, Saint Martin, Claines, Astwood, Holy Claines, Toller-dine, Martin Hussingtree, Hindlip otherwise Henlip, Warndon, Tibberton, Offerton, Trotshall, Oddingley, Crowle, Sale Green, Fladbury, Bradley, Stock and Bradley, Shell otherwise Shelve, Himbleton, Huddington, Grafton, Grafton Flyford, Flyford Flavel, Hanbury, Woodhouse End, Dormston, Kington, Town's End, Cockshute, Thorn, Little Nobury, Great Nobury, Knighton, Abberton, Inkberrow, Church Lench, Rous Lench, Radford, Aich Lench, Sheriff's Lench, Abbots Morton, Bevington, Wood Bevington, Cock Bevington, Salford, Salford Priors, Abbots Salford, Alderminster, Goldicott, Upper Goldicott, Lower Goldicott, Shervington, Shennington, and Upthorp otherwise Upthrop, or some of them, in the county of Worcester; Welford, Weston, Weston-upon-Avon, Millcote, Upper Millcote, Lower Millcote, Bickmersh, Little Dorsington, Bedlam otherwise Bickmersh Lodge, Binton, Binton Bridges, Luddington, Clifford, Clifford Chambers, Ryhon Clifford, and Preston-upon-Stour, or some of them, in the county of Gloucester; Kinwarton, Weethly, Bevington, Wood Bevington, Cock Bevington, Dunnington, Salford, Salford Priors, Abbots Salford, Bidford, Broom, King's Broom, Burnells Broom, Barton, Marcliff otherwise Marcliff, Broom Court, Grafton, Temple Grafton, Ardens Grafton, Hilborough, Hilborough Manor, Great Hilborough, Little Hilborough, Exhall, Wixford, Binton, Binton Bridges, Welford, Millcote, Upper Millcote, Lower Millcote, Bickmersh, Little Dorsington, Bedlam otherwise Bickmersh Lodge, Weston-upon-Avon, Stratford, Stratford-upon-Avon, Old Stratford, Atherstone-upon-Stour, Shottery, Drayton Luddington, Dodwell, Alveston, Tiddington, Bridge Town, Loxley, Eathington, Upper Eathington, Lower Eathington, Nether Eathington, Whitfield, Thornton otherwise Thorndon, Fulready, Lambcote, Wellesbourne, Wellesbourne Hastings, Wellesbourne Mountford, Walton, Combroke, Brookhampton, Pillerton, Upper Pillerton, Lower Pillerton, Pillerton Hersey, Pillerton Priors, Pillardington, Butlers Marston, Kineton otherwise Kington, Great Kineton other-

wise Great Kineton, Little Kineton otherwise Little Kington, Oxhill, Tysoe, Church Tysoe, Upper Tysoe, Lower Tysoe, Middle Tysoe, Westcote, Radway, Ratley, Warmington, Arlescote, Avon Dassett, Chadshunt, Gaydon, Dassett otherwise Burton Dassett, Knightcote, North End, Little Dassett, Hardwick, Itchington, Bishops Itchington, Upper Itchington, Lower Itchington, Old Itchington, Fenny Compton, Wormleighton, and Farnborough, or some of them, in the county of Warwick; Cropredy, Claydon, Claydon Hay, Clattercott otherwise Clattercutt, Prescott, Wardington, or some of them, in the county of Oxford; Aston-le-Walls, Appletree, Boddington, Upper Boddington, Lower Boddington, Byfield, Westhorpe, Westhorpe End, Hinton, Church End, Woodford, Woodford-cum-Membris, Hinton, Farndon, West Farndon, Eydon, Charwelton, Church Charwelton, Preston Capes, Little Preston, Badby, Fawsley, Westcomb, Everdon, Great Everdon, Little Everdon, Snorscomb, Farthingstone, Dodford, Weedon, Weedon Beck, Weedon Royal, Upper Weedon, Lower Weedon, Road Weedon, Weedon outwards, Stow nine Churches, or some of them, in the county of Northampton.

And also to authorize the construction and maintenance of a branch railway from the said intended railway, commencing in the parish of Huddington, in the county of Worcester, and terminating in the parish of Saint Nicholas Droitwich, in the same county of Worcester, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Huddington, Himbleton, Warndon, Crowle, Crowle Green, Grafton, Grafton Flyford, Tibberton, Oddingly, Sale Green, Saleway, Phepson, Dunhamstead, Claines, Newland, Cockshute, Shell otherwise Shelve, Inkberrow, Martin Hussingtree, Salwarp, Hanbury, Hadsor, Saint Peter otherwise Saint Peter de Witton Droitwich, Saint Andrew Droitwich, Saint Mary de Witton Droitwich, Saint Andrew and Saint Mary de Witton Droitwich united, Saint Nicholas Droitwich, In-Liberties Droitwich, Dodderhill, Saint Augustine de Wych otherwise Dodderhill Saint Augustine de Wych, Droitwich otherwise Wych, or some of them, in the said county of Worcester.

And also of another branch from the said intended railway, commencing in the parish of Bidford, in the county of Warwick, and terminating in the parish of Alcester, in the same county, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Bidford, Broom, Kings Broom, Burnells Broom, Broom Court, Wixford, Moor Hall, Exhall, Grafton, Temple Grafton, Ardens Grafton, Arrow, Oversley, Oversley Green, Oversley Court, and Alcester, or some of them, in the said county of Warwick.

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 branches, 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 and branches 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 incorporate a company or companies, with powers to make and maintain the said railway and branches 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, branches, and works. And to deviate in the construction of the said railway and branches from the lines 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 branches, or any of them, 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 and branches, or any of them, 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 the said company or companies to be thereby incorporated, to let on lease, sell, or transfer, to the London and Birmingham, and Midland Railway Companies, or either of them, or any other company, the said intended railway and branches, or any, or either of them, 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 and Midland Railway Companies, or either of them, or any other company, to purchase, rent, or construct, or join in subscribing towards the construction of the said intended railway and branches, or any or either of them, 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 lines or situations and levels of the said intended railway and branches respectively, and the situation of the lands proposed to be taken for the purposes of the same 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, 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 Northampton, at his office in Northampton; 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 Gloucester, at his office in Gloucester;

with the Clerk of the Peace for the county of Worcester, at his office in Worcester; with the Clerk of the Peace for the city and county of the city of Worcester, at his office in Worcester; and with the Clerk of the Peace for the county of Oxford, at his office in Oxford. 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, branches, and works respectively, 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.

Thomas Heath, Buch and Baker, Warwick; Samuel Carter, Birmingham, Solicitors.

Shrewsbury, Oswestry, and Chester 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 to alter, amend, and enlarge some of the powers and provisions of "the Shrewsbury, Oswestry and Chester Junction Railway Act, 1845," and to apply for powers in the said intended Bill or Bills, to enable the Shrewsbury, Oswestry, and Chester Junction Railway Company to alter the levels of the line of the railway authorised to be made by the said Act, as shown on the plans and sections of the said railway deposited with the Clerks of the Peace for the counties of Salop and Denbigh, as referred to in the said Act; such alteration of the levels to commence in Cross Street, in the parish of Saint Aulkmund, in the borough of Shrewsbury, in or near a certain house called the Sun and Ball Inn, number 7 on the said plans, and to pass in and through the townships, parishes, and places of Castle Foregate, Saint Mary, Saint Aulkmund, and Coton otherwise Coton Hill, in the said borough of Shrewsbury, and to terminate in or near a field, number 20 on the plan, in the township of Coton otherwise Coton Hill, in the parish of Saint Mary, in the said borough of Shrewsbury; and that the levels of so much of the said line may be made in accordance with the levels thereof, as shown on the plan and sections, to be deposited as hereinafter mentioned.

Also to enable the said Shrewsbury, Oswestry, and Chester Junction Railway Company, to make and maintain the following deviations from the line of the said railway, as at present authorized;—namely,—

A deviation to commence at or near to a field, number 69, in the parish of Saint Mary, on the said Parliamentary plans, and to pass through the parishes, townships, and places of Berwick, Newton, Newtown, Wollascott, Leaton, Saint Mary, Liberties of Shrewsbury, Fitz, Yeaton, and Baschurch, in the county of Salop, and to terminate at or near to a field, number 5 on the said plans, in the said parish of Baschurch.

Another deviation, commencing at or near to a field, number 71 on the said plans, in the parish

of West Felton, and passing through the parishes, townships, and places of Haughton, Rednall, Sutton, West Felton, Wootton, Oswestry, Whittington, and Whittington, in the said county of Salop, and terminating at or near a field, number 37 on the said plans, in the said parish of Whittington.

Another deviation, commencing at or near a field, number 204 on the said plans, in the said parish of Whittington, and passing through the parishes, townships, and places of Daywell, Whittington, Weston Rhyn, Ifton Rhyn, and Saint Martins in the said county of Salop, and terminating at or near a field, number 52 on the said plans, in the said parish of Saint Martins.

Also another deviation, commencing at or near a field, number 41 on the said plans, in the parish of Chirk, and passing through the parishes, townships, and places of Chirk, Gwern Ospin, and Penny-clawdd, in the county of Denbigh, and terminating at or near a field, number 88 on the said plans, in the parish of Chirk, in the said county of Denbigh.

And it is also intended by the said Bill or Bills to apply for powers to enable the said Shrewsbury, Oswestry, and Chester Junction Railway Company, to make and maintain an extension of the present authorised line of the said Shrewsbury, Oswestry, and Chester Junction Railway, commencing at or near the said house called the Sun and Ball Inn, number 7 on the said Parliamentary plans, in the said parish of Saint Aulkmund, and passing through the several parishes, townships, and places of Castle Foregate, Castle Ward Without, Saint Aulkmund, and Saint Mary, in the said borough of Shrewsbury, and terminating at, in, or near a yard in Castle Hill Street, in the occupation of David Jones, belonging to John Bishton Minor, Esquire, in Castle Foregate, and Castle Ward Without, or one of them, and parish of Saint Mary, in the said borough of Shrewsbury.

Also to enable the said company to make and maintain the following branch railways, from the authorised line of the Shrewsbury, Oswestry, and Chester Junction Railway; that is to say, a branch railway to commence by a junction with the said line of railway in or near a field, number 21, in the parish of Selattyn, in the said county of Salop, on the said Parliamentary plans, and to terminate in or near a certain field, known by the name of the 'Big Field, in the township of Crickheath, in the parish of Oswestry, in the said county of Salop, in the occupation of John Davies, belonging to the Rev. William Thomas and Miss Harriet Wheeler, either by a junction with the line of the proposed Shropshire Union Railway, or by an independent terminus there; which said branch railway and works will be made in, or pass through, or into the several parishes, townships, and extra-parochial and other places following; that is to say, Lower Porkington, Selattyn, Whittington, Whittington, Liberties of Oswestry, Weston, Weston Cotton, Sweeney, Maesbury, Morton, Crickheath, and Oswestry, in the county of Salop.

Also another branch railway to commence by a junction with the line of railway, as intended to be

made according to the first deviation hereinbefore mentioned, at a certain field, known by the name of Case's Field, in the occupation of Richard Lee, belonging to John Arthur Lloyd, Esquire, in the township of Leaton, in the parish of Saint Mary, in the said county of Salop, through which the said first-mentioned deviation line will pass, and to terminate in or near a cottage and garden on the east side of the turnpike road leading from Wem to Ellesmere, in the parish of Wem, in the said county of Salop, belonging to, and in the occupation of, John Thomas, either by a junction with a line of the proposed Shropshire Union Railway, or by an independent terminus there, which said branch railway and works will be made in, or pass through, or into, the several parishes, townships, and extra-parochial and other places following; that is to say, Leaton, Wollascot, Saint Mary, Preston, Preston Gobalds, Merrington, Hardwicke and Shotton, Newton-on-the Hill, Middle, Broughton, Yorton, chapelry and township of Clive, liberties of Shrewsbury, Tilley and Trench, and Wem, in the said county of Salop.

And powers will be applied for by the said Bill or Bills to make and maintain all necessary stations, erections, bridges, wharfs, warehouses, communications, and other works connected with the said deviations, extensions, and branch railways and works, and also to make lateral deviations from the lines of the said deviations, extensions, and branch railways and works, to the extent, or within the limits defined, upon the plans hereinafter mentioned, as intended to be deposited; 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 said deviations, extensions, and branch railways and works.

And notice is hereby further given that duplicate plans of that part of the original line of the said railway, where the levels thereof are proposed to be altered as aforesaid, together with a section of the levels thereof, as proposed to be altered, and also duplicate plans and sections of the deviations, extensions, branch railways, and works, together with books of reference thereto, will be deposited for public inspection, with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, and with the Clerk of the Peace for the county of Denbigh at his office at Ruthin, 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 works are intended to be made, or the levels altered, 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 any rights or 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 deviations, extensions, and branch railways and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

Dated this fifth day of November, 1845.

Henry Kelsall, Solicitor.

Falmouth, Helston, and Penzance Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for making and maintaining a railway, or railways, with all proper stations, bridges, piers, wharfs, communications, and works connected therewith, to commence at or near the town and borough of Penryn, in the county of Cornwall, and to terminate at or near the town of Penzance, in the said county of Cornwall, which said railway 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: Budock, borough of Penryn, Gluvias otherwise Saint Gluvias, Mabe, Constantine, Stithians, Mawgan, Wendron, borough of Helston, Sithney, Breage otherwise Saint Breage, Germoe, Crowan, Saint Erth, Perran-uthnoe, Saint Hilary, town of Marazion, Ludgvan, Gulval, Madron, and town of Penzance, in the county of Cornwall.

And it is intended to apply for powers, in 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 or referred to, and also to cross, divert, alter, or stop up, all such turnpike roads, parish roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, sewers and pipes, railways and tramroads, within the said parishes, townships, and extra-parochial, and other places aforesaid, or any or either 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 given, that it is intended by the said Act or Acts to incorporate a company, for the purpose of carrying into effect the proposed railway and works, and to obtain powers for the compulsory purchase of lands and houses, and other hereditaments, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, rivers, streams, or hereditaments, proposed to be taken or interfered with for the purposes aforesaid; and also powers to levy tolls, rates, or duties upon, or in respect of, the said intended 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.

No. 20546.

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And notice is hereby further given, that it is intended to connect the said intended railway with the proposed West Cornwall Railway, and also with the proposed railway between Truro and Falmouth, and to take power to enable the companies for making the said proposed railways, or either of them, to raise and subscribe capital or other funds towards the making and maintaining of the said intended railway between Penryn and Penzance, and to enter into and carry into effect arrangements with the said companies respectively, for the construction and working of the said intended railway and the works thereof; and also to take powers for leasing or selling the same or any part thereof, with all or any of the powers of the said intended company, and in reference thereto, to one or other of the said companies, or to any other company, upon such terms and conditions as may be mutually agreed on.

And notice is hereby further given, that duplicate plans and sections of the said railway and works, describing the line and levels of the said railway, together with a book 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 Austle, 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 of the aforesaid parishes respectively, in or through which the said railway and works are intended to be made or varied, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this eighth day of November 1845.

Thomas Harvey, 68, Old Broad-street,
London; *Samuel Bamfield*, Falmouth,
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 incorporate a company, and to give to such company power to make and maintain a railway with all proper works, stations, approaches and conveniences connected therewith, to commence by a junction with the Lancaster and Carlisle Railway, in the parish of Penrith, in the county of Cumberland, passing thence from, in, through or into the several parishes, townships, and extra-parochial or other places of Penrith, Dacre, Stainton, Soulby, Newbiggin, Newton otherwise Newton Reigney otherwise Newton Rainey, Newton, Catterlen, Hesket, Hesket-in-the-Forest, Great Blencowe, Little Blencowe, Greystoke, Johnby, Motherby and Gill, Penruddock, Hulton, Hulton Soil, Hulton John, Hulton Roof, Scales, Mungrisdale, Matterdale, Watermillock, Bowscale, Mosedale, Berrier and Murray, Threlkeld, Walthwaite, St. John's, Crosthwaite, Keswick and Underskiddaw, or some of them, all in the county of Cumberland, and terminating in the said township of Underskiddaw, in the said parish of Crosthwaite. And it is intended in and by the said Act

to apply for power to deviate from the line of the said Railway, as laid down on the plans to be deposited as hereinafter mentioned, to the extent to be defined on such plans, and also to alter or divert all turnpike and other roads, rivers, and streams, as may be required to be altered or diverted for the construction of such railway, and the works connected therewith, and to authorize junctions with any railway to be delineated on the said plans before mentioned or referred to, and to authorize the levying and collecting of tolls, rates, and duties for the use of the said railway, and for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway, and to confer other rights and privileges. And notice is hereby further given that on or before the thirtieth day of November instant, duplicate plans, and sections, describing the line and levels of the said 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 be deposited for public inspection at the office of the Clerk of the Peace for the said county of Cumberland, at Carlisle, 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 each parish hereinbefore mentioned, from, in, through, or into which the said railway will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1845.

Bleaymire and Son, Atkinson and Harrison,
Penrith, Joint-Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate a Company, and to give to such company power to make and maintain a Railway, with all proper stations, works, and conveniences connected therewith, and approaches thereto, to commence by a junction with the proposed Cocker-mouth and Workington Railway, and also from a distinct station in the township of Cocker-mouth, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Cocker-mouth, Papcastle, Brigham, Bridekirk, Dovenby, Hameshill, Setmurthy, Isell, Isell Old Park, Bassenthwaite, Underskiddaw, Briery Hill, Keswick, and Crosthwaite, or some of them, all in the county of Cumberland, and ending by two terminations in the townships of Underskiddaw and Keswick, or one of them, in the parish of Crosthwaite, in the said county of Cumberland.

And it is intended, in and by the said Act, to apply for power to deviate from the line of the said railway as laid down on the plans to be deposited as hereinafter mentioned, to the extent to be defined

on such plans, and also to alter or divert all such turnpike and other roads, rivers, and streams, as may be required to be altered or diverted for the construction of such railway and the works connected therewith, and to authorize a Junction with the said before-mentioned Cocker-mouth and Workington Railway, as delineated on the said plans before mentioned or referred to, and to authorize the levying and collecting of tolls, rates, and duties, as shall be mentioned in the said Act, for the use of the said 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 the lands proposed to be taken for the purposes of such railway, and to confer other rights and privileges upon the said company so intended to be incorporated as aforesaid.

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 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 be deposited for public inspection at the office of the Clerk of the Peace for the said county of Cumberland, at Carlisle, 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 each parish hereinbefore mentioned, from, in, through, or into which the said railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1845.

Bideford and Tavistock 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 to incorporate a company or companies, and to give to such company or companies power to construct a railway or railways, with all proper works, stations, and other conveniences connected therewith, commencing at Sutton Pool in the parish of Charles otherwise Charles the Martyr, in the borough of Plymouth, in the county of Devon, passing thence from, in, through or into the several parishes, tithings, townships or extra-parochial places or other places of Charles otherwise Charles the Martyr Plymouth, Saint Andrew Plymouth, Compton otherwise Compton Gifford, Mutley, Stoke Damerel, Weston Peverel otherwise Penny-cross, Honicknowl, Egg Buckland Bickleigh, Saint Budeaux, Tamerton Foliot, Beer Ferrers otherwise Beer Ferris, Beer Alston, Liphill, Halls Hole, New Quay, Buckland Monachorum, Tavistock, Whitchurch, Wilmington, Wringworthy, Peter Tavy, Mary Tavy, Brentor, South Brentor, North Brentor, Lamerton, Wilsworthy, Hamlet, Worstor, Lidford, Coryton, Bridestowe, Sourton, Southerleigh, Lake, Meldon, Okehamp-

ton, Sampford Courtenay, Brightley, Exbourne, Jacobstowe, Inwardleigh, Monkokehampton, Hatherleigh, Iddesleigh, Meeth, Petrockstowe, Huish, Merton, Marland otherwise Peters Marland, Langtree, Little Torrington, Great Torrington, Frithelstock, Monkleigh, Hunshaw, Wear Gifford, Halls-pill, Lancross otherwise Landcross, Pillmouth, Northam, Northam Ridge, Bideford, Littleham, Westleigh, Alverdiscott, Horwood otherwise Harwood, Instow, Instow Quay, Fremington, Fremington Pill, Combworthy, Bickington, and Tawstock, or some of them, all in the county of Devon, and terminating at or near Barnstaple Bridge, in the said parish of Tawstock, in the said county of Devon, or at or near Fremington Pill, in the said parish of Fremington, in the said county of Devon, by a junction with the Taw Vale Railway.

And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down in the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike-roads parish-roads, and other highways, private-roads, and ways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, tithings, 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 or railways, or the works, stations, or conveniences connected therewith respectively; and also to authorize a junction or junctions with the said before-mentioned Taw Vale Railway, 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 or railways, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet, 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 or railways, for that would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges. And it is also intended to authorize the company so to be incorporated as aforesaid, to amalgamate with any other company or companies, whether existing or promoting any undertaking to be submitted to Parliament in the ensuing session, or to agree with any other company or companies as to the working or using of the railway or railways, and works before specified, or of any other railway by such two companies, and to authorize the amalgamated companies to exercise all or any of the powers and authorities before mentioned. And notice is hereby further given, that duplicate plans and sections, describing the line or levels of the said intended railway or railways, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and other property 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

Devon, at the Castle of Exeter in the said county of Devon, and at the respective offices of the several Clerks of the Peace for the boroughs of Plymouth, Okehampton, and Bideford, in such boroughs respectively; 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 or railways will pass or be situated, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1845.

Hull Terrell, Solicitor for the Bill, 30, Basinghall-street, London.

Malton and Driffeld 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 and branch, or one of them, together with all proper and necessary stations, bridges, wharfs, piers, staiths, landing places, jetties, sidings, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and other works connected therewith, that is to say, a railway commencing by a junction with the Scarborough branch of the York and North Midland Railway, at or near a place marked A. on the plans of such intended railway and branch (which will be deposited as hereinafter described) in the township and parish of Norton, in the East Riding of the county of York, and terminating by a junction with the Bridlington branch of the Hull and Selby Railway, in the township and parish of Great Driffeld in the said East Riding of the county of York, at or near a place marked B. on the said plans (to be deposited as hereinafter mentioned), and which said intended railway and works will pass or be made from, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial and other places following, or some of them, that is to say, Norton, Sutton, Settrington, Langton, Grimston, North Grimston, Birdsall, Wharram-le-Street, Wharram Grange, Wharram, Percy, Bella, Raisthorpe, Burdale otherwise Birdall, Raisthorpe, and Burdale, otherwise Raisthorpe and Birdall, Thixendale otherwise Sixendale, Towthorpe, High Towthorpe, Low Towthorpe, Kirby-grindalythe, otherwise Kirby-grindalythe, High Mowthorpe, Low Mowthorpe, Mowthorpe, Duggleby, Sledmere otherwise Sledmere with Croom, Fridaythorpe, Wetwang, Fimber, Garton, otherwise Garton on the Wolds, Kirkburn, Battleburn, Kirkburn with Battleburn, Eastburn, Little Driffeld, Emswell with Kellythorpe, Emswell, Kellythorpe, Skern, and Great Driffeld, all in the East Riding of the said county of York; also for making and maintaining a branch railway from and out of the said before-mentioned line of the Bridlington branch of the Hull and Selby Railway, commencing at or near a place marked C. on the said plans (which will be deposited as hereinafter mentioned), in the township and parish of Great Driffeld, aforesaid, and terminating at or near a place marked D. on the said plans (to be

deposited as hereinafter mentioned), in the township of Brigham and parish of Foston otherwise Foston-on-the-Wolds, in the said East Riding of the county of York, and which said branch railway will pass or be made from, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial and other places following, or some of them, that is to say, Little Driffield, Great Driffield, Nafferton, Wandsford otherwise Wansford, Skerne, Lowthorpe, Great Kelk, Little Kelk, Gembling Foston otherwise Foston-on-the-Wolds, Brigham and North Frodingham, all in the said East Riding of the said county of York.

And notice is hereby also given that duplicate plans and sections of the said intended railway and branch and other proposed works, and the lands, tenements, and hereditaments, in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall be made, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, tenements, and hereditaments 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 East Riding of the county of York, at his office in Beverley, in the said East Riding of 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 and branch, 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 his place of abode.

And notice is hereby also given, that it is intended to apply to Parliament for power to make lateral deviations from the line of the proposed railway and branch railway, or either of them, and works to the extent, or within the limits defined upon the plans hereinbefore mentioned or referred to. And also, to cross, divert, alter, or stop up all such turnpike roads, parish roads, footways, and other roads and highways, sewers, canals, navigations (and particularly the Driffield Navigation, and the Foston Canal), railways and tram-roads, rivers, drains, brooks, streams and watercourses within the parishes, townships, townlands, hamlets, liberties, 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 branch, or either of them, or the works, stations, and conveniences connected therewith respectively.

And also to authorize a junction or junctions of the said proposed railway and branch, or either of them, with any other railway or railways, at its or their commencement or commencements, or termination or terminations, in the line or lines, or course or courses of such railway and branch, or either of them respectively, and particularly with the said Scarborough and Bridlington branch railways respectively.

And notice is hereby also given, that it is further

intended by the said Bill or Bills to enable the company to be thereby incorporated to let on lease, sell, or transfer the said intended railway and branch respectively, and works or any part of the same, or the tolls thereof, to any other now existing or proposed railway company or companies with whose lines the said intended railway and branch, or either of them, and works may unite; and also to enter into such mutual arrangements with any such company or companies as may be necessary or expedient for carrying out the purposes and objects of the said railway and branch respectively, and works. And also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with all or any of such companies, for or in respect of the traffic passing, or which may pass on the line or works of the railway of such companies respectively, or any of them; or for the renting or using the line of railway and works, or any part or parts thereof of such companies respectively, or any of them. And also to delegate to any 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 company or companies 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 respectively, 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 any now existing or proposed railway 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 and branch respectively, and works, and to take tolls in respect thereof.

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 work or works, or some part or parts thereof, and to apply for power for the compulsory purchase of lands, houses, tenements, and hereditaments, necessary for the making and completion of the said undertaking; and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the object aforesaid; and also to levy tolls, rates, and duties upon or in respect of the said railway, and branch railway, or either of them, 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.

Alfred and William Simpson, Solicitors,
Malton.

The Bilston Gas Light and Coke Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to incorporate a company for supplying and lighting with gas the several parishes, townships, hamlets, and extra-parochial places of Bilston (in the parish of Wolverhampton), Sedgley, Wednesbury, and Darlaston, or some of them, all in the county of Stafford, and for supplying the inhabitants thereof with gas; also for enabling the said company to lay pipes and mains in the several streets, roads, lanes, alleys, and places in the aforesaid parishes, townships, hamlets, and extra-parochial places, and to raise, levy, and collect rates, duties, or rents, for the use of the gas to be supplied by the said company; and also for obtaining all such other powers, rights, and privileges as may be requisite or necessary for carrying into effect the purposes aforesaid.

Dated this seventh day of November, 1845.

Charles Gallimore Brown, Solicitor for the said Company, Bilston, Staffordshire.

The Direct West End and Croydon Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing either at, in, or near to Mile's Street, South Lambeth, in the parish of Lambeth, in the county of Surrey, or by a junction there or near thereto, with the intended extension line of railway of the South Western Railway, and terminating by a junction with, or at, or near to the station of the London and Croydon Railway in the parish of Croydon, in the said county of Surrey, and passing from, in, through, or into the several liberties, parishes, townships, townlands, and extra-parochial, or other places following, or some of them, that is to say, Lambeth, South Lambeth; the borough of Lambeth; the Liberty of Marsh and Wall, Lambeth; the Liberty of Out, Lambeth; the Liberty of Bishop, Lambeth; the Liberty of Prince, Lambeth; Brixton, Saint Matthew, Lambeth; Kennington, Saint Mark, Lambeth; Lambeth Church, Lambeth; Lambeth Palace, Lambeth; Norwood, Saint Luke, Lambeth; Waterloo Saint John, Lambeth; Brixton, North Brixton, Stockwell, Clapham, Wandsworth, Battersea, Norwood, Dulwich, Camberwell, Saint Giles, Tooting, Upper Tooting, Lower Tooting otherwise Tooting Graveney, Streatham, Balham hamlet, Knight's Hill, Beulah, Broad Green, Thornton Heath, and Croydon, and the several townships, hamlets, and townlands within, or belonging, or intercommon to all, any or either of the parishes or places aforesaid, all in the county of Surrey.

And also to authorize the construction and maintenance of a branch railway diverging from, and out of the said intended railway at, or near to the junction of the Clarence Road with the King's Road in the parish of Clapham, in the said county

of Surrey, and terminating at or near to the commencement of Merton Lane, and also near to the eighth mile-stone on the turnpike-road, running through Mitcham in the parish of Mitcham, in the county of Surrey, and passing from, in, through, or into the several parishes, townships, town-lands, and extra-parochial or other places following, or some of them, that is to say—Streatham, Balham Hamlet, Tooting, Upper Tooting, Lower Tooting, or Tooting Graveney, Merton and Mitcham, all in the said county of Surrey.

And also to authorize the construction and maintenance of another branch railway, diverging from and out of the said intended railway, at or near the said terminus thereof in Croydon aforesaid, and terminating by a junction with the London and Brighton Railway, at or near to the station of the same railway in the said parish of Croydon, and passing from, in, through, or into the said parish of Croydon.

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, 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 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, branch railways, and works, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to any other railway company, and to enable any other railway 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, branch railways, and works, and to guarantee interest on the capital to be expended thereon, and generally to enter into and carry into effect such arrangements in reference to the objects aforesaid, as may be mutually agreed on between any other railway company and the company to be incorporated as aforesaid.

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

branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Surrey, at his office in Lambeth, in the same county.

And that a copy of so much of the said maps, or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway, 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, 1845.

Chauvelier 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 ensuing session for an Act or Acts to authorize the construction and maintenance of a railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Shoreham branch of the London and Brighton Railway, in the parish of Old Shoreham, in the county of Sussex, or by a junction with the Brighton and Chichester Railway, in the parish of New Shoreham, or parish of Lancing, otherwise Lower Lancing, otherwise South Lancing, in the said county of Sussex, and terminating at or near Steyning, in the parish of Steyning, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, in the county of Sussex aforesaid; 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, New Shoreham, Old Shoreham, Lancing, North Lancing, South Lancing, Lower Lancing, Combes, otherwise Coombes, Botolphs, otherwise Buttolphs, Bramber, Beeding, Upper Beeding, Lower Beeding, Wiston, and Steyning, all in the county of Sussex.

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, either to enable the London and Brighton Railway Company, and the Brighton and Chichester Railway Company, or one of them, to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the

purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties, in respect 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, in the event of a company being thereby incorporated, to enable such company to sell or let, and transfer the said intended railway, or any part thereof, and all or any powers of such company, in connection therewith or in relation thereto, to the said London and Brighton Railway Company, and to the said Brighton and Chichester Railway Company, or either of them, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railway, 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 generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them; and for the purposes aforesaid, it is intended to amend and enlarge, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway, passed respectively in the sessions of Parliament held in the first, in the sixth and seventh, and 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 said Brighton and Chichester Railway, passed respectively in the sessions of Parliament, held in the seventh and eighth, and eighth and ninth years of the reign of Her said present Majesty.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Sussex, at his office in Lewes, in the same county; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway 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 first day of November, 1845.

Sutton, Ewens, Ommanney, and Prudence,
Basinghall-street, London; *George and*
Henry Faithfull, Brighton, Solicitors.

Southern Counties Union, and Bristol, Bath, and Dover Direct 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 to incorporate a company, and to give to such company power to make and maintain a railway or railways, with all proper works, stations, bridges, and other conveniences connected therewith, to commence in the parish of Lyncombe and Widcombe, in the city and borough of Bath and county of Somerset, and in the parish of Bathampton, in the said county of Somerset, or one of them, and passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places hereinafter-mentioned or some of them, that is to say, the said city and borough of Bath, Lyncombe and Widcombe, Bathwick, Claverton, Monkton Coombe, otherwise Coomb Monkton, English Combe, Bathampton otherwise Bath Hampton, Freshford, Charterhouse Hinton otherwise Hinton Charterhouse, Farleigh Hungerford otherwise Hungerford Farleigh otherwise Hungerford Farley, Telisford otherwise Tilsford, Beckington, Laverton, Tiverton otherwise Twiverton, Berkeley otherwise Berkley, Saint Mary Stoke and Standerwick, in the county of Somerset; Road and Midford and Southstoke, in the counties of Somerset and Wilts, or one of them; Limpley Stoke otherwise Lympley Stoke, Bradford otherwise Great Bradford, Wingley, Tarley, Wingfield with Rowley otherwise Wingfield, North Bradley, West Ashton, Steeple Ashton, Edington, Hiperton, Keevil, Hinton, Semington, Littleton, Melksham, Whorlston otherwise Whorwelsdown, Poulshot otherwise Polshot, Seend, Bulkington, Boyton, Westwood, Frome otherwise Great Frome, Trowbridge, Westbury, Alton Priors, Overton, East Overton, West Overton, Swanborough, Alton Barnes, All Cannings, Etchinghampton, Beechingstoke otherwise Beachingstoke, Chirton, Connock, Marden, Manningford Abbots, Manningford Bruce, North Newington, Hilcot, North Savernake, South Savernake, Savernake Forest, Savernake Great Park, Patney, East Shircot otherwise Shercott, West Shircot otherwise Shercott, Tinhead, Erle Stoke otherwise Earl Stoke otherwise Earlstoke, Great Cheverell, Little Cheverell, East Coulstone, Coulstone, Baynton, Kinwardstone, West Layington, Littleton, Pannell Marston, Worton, Potterne, Potterne and Cannings, Stanton Saint Bernard otherwise Stanton, Fitzmaurice, Urchfont, Stert, Wedhampton, Eastcot, Fullway, Crookwood, Hatfield, Lideway, Wilsford otherwise Wivelsford, Manningford Bohune, Bottlesford, Seven Stars, Woodborough, Wootton Rivers, Wootton, Heathy Close, Wilcot, Oare, Rainscombe, Draycot, East Stowell, West Stowell, Pewsey, Southcot and Kepnel, Down Pewsey, Shercott, West Wick, Milton, Milton Lilburne, Milton Abbots, Clench, Fifield otherwise Fyfield, Totridge, Easton, Breach, Coneygarth, Ram Alley, Burbage, Burbage Esturmeay, Burbage Savage, Burbage Dorrels, Lye Hill, Durley Bowden, Westcot, Eastcot,

Stib, Brimslade, Great Bedwin, Bedwin Town, Tidcombe otherwise Titcombe, Fosbury, Stock and Ford, West Grafton, East Grafton, Martin, Wexcombe, Wilton, Wolfhall, Sudden otherwise Sutton, Crofton and Harding, in the county of Wilts; Shalbourn otherwise Shalborn otherwise Shalbourne, in the counties of Berks and Wilts, or one of them; Ham, in the county of Wilts; West Woodhay, Inkpen, and Kintbury, in the county of Berks; East Woodhay, Highclere, Ashmansworth, Facombe, Combe, Crux Easton, Woodcot, Lower Woodcot, Dunley, Binley, Egbury, Saint Mary Bourne, Litchfield otherwise Lichfield otherwise North Litchfield otherwise North Lichfield, Cold Henley, Whitechurch, Whitechurch Parsonage, Charlot otherwise Charlcott, Freefolk Priors, Freefolk Manor, Freefolk Syfreewast, Tufton, Bullington, Wonston, Southley, Sapley, Mitcheldever, Popham, Steventon, North Waltham, Dummer, Winslade and Kempshot, Farleigh, Wallop, Sidmanton, Whitnal, Willersley Warren, Northington otherwise Norrington, Southington, Quidhampton, Polhampton otherwise Poolhampton, Ash Warren, Ewhurst, Pamber, Kingsclere, Woolverton, Woodgarston, Hannington, North Oakley, Sheardown, Summerdown otherwise Somerdown, Lower Wootton, Upper Wootton, Tangier, Manydown, Malshanger, Monk Sherborne otherwise West Sherborne, East Sherborne otherwise Sherborne Saint John, Basingstoke, Basing, Old Basing, Worting, Freefolk, Laverstoke otherwise Laverstock, Overton, Winchfield, Hartley, Witney, Ashe, Dean, East Oakley, Church Oakley, Oakley Hall otherwise Hall Place, Clerkengreen, Wootton Saint Lawrence otherwise Saint Lawrence Wootton, Crookham, Crondall, Hawley, Cove, Yatley, Farnborough, Aldershott, and Ewshott, in the county of Southampton; Ash, Farnham, Frimley, Pirbright, Tongham, Seal, Worplesdon, Wick otherwise Week, Plexford, Normandy, Compton, Wanborough otherwise Warnborough, Misleigh Common, Stoke Guildford, the borough of Guildford, Stoke next Guildford, The Holy Trinity Guildford, Saint Nicholas Guildford, the Friary otherwise the Priory, Saint Mary the Blessed Virgin, Guildford, Artington otherwise Artingdon otherwise Ertington otherwise Ertingdon, Littleton, Shalford, Gosden, Bramley, Womersley, Saint Martha otherwise Saint Martha-on-the-Hill, Chilworth, Albury, Shere otherwise Shiere otherwise Sheire, Abinger, Gomshall otherwise Gomeshall, Sutton, Wotton otherwise Wotten otherwise Wooton otherwise Wooten, Dorking otherwise Darking, the town of Dorking otherwise the town of Darking, Betchworth otherwise Beechworth, Mickleham, Leigh, Westcott otherwise Westcote, Milton, the Holmwood, Buckland, Brockham, Reigate otherwise Riegate otherwise Reygate otherwise Ryegate, Colley, Woodhatch, Santon, Hooley otherwise Howley, Lingfield otherwise Linkfield Street, the borough of the parish of Reigate otherwise Reigate otherwise Reygate otherwise Ryegate, the foreign of the parish of Reigate otherwise Reigate otherwise Reygate otherwise Ryegate, Nutfield, and Gatton, in the county of Surrey, and terminating in the said parish or foreign of Reigate otherwise

Riegate otherwise Reygate otherwise Rygate or one of them, by a junction with the South Eastern or London and Dover Railway.

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 or railways, or the works, stations, and conveniences connected therewith respectively; and also to authorize junctions with any railway or railways at their commencements or terminations, or in the line or course of such railway or railways respectively, in the several parishes, townships, and extra-parochial or other places before-mentioned, or some of them.

And notice is hereby further given, that it is intended 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 works, and to confer exemptions from the payment of tolls, rates, or duties, and other rights and privileges: And it is also intended to apply for power to sell or lease the said intended railway or railways, or any part thereof respectively, to the Great Western Railway Company, the South Western Railway Company, the South Eastern or London and Dover Railway Company, and the London and Brighton Railway Company, some or one of them, or to any other company; and to enable the said companies, some or one of them, to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connexion therewith, and to enter into such arrangements as may seem expedient. And also to raise and contribute funds towards the completion of the said intended railway or railways, or to guarantee interest on the capital to be expended thereon.

And notice is hereby further given, that a plan, and a duplicate thereof, describing the line or lines and levels of the said intended railway or railways, and the works connected therewith respectively, and the lands to be taken for the purposes thereof, and also a section, and a duplicate thereof, together with a book of reference to such plan, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited for public inspection on or before the thirtieth day of November 1845, at the respective offices of the several Clerks of the Peace for the several counties hereinafter mentioned, that is to say;—for the county of Somerset, at Taunton, in that county; for the county of Wilts, at Wilton, in that county; for the county of Berks, at Abingdon, in that county; for the county of Southampton, at Winchester, in that county; and for the county of Surrey, at North Street, Lambeth, in that county;

and that on or before thirty-first day of December 1845, a copy of so much of the said plan and section as relates to each parish, in or through which the said railway or railways and works or any part thereof is or are intended to be made and maintained, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this seventh day of November, 1845.

Macdougall and Upton, Parliament-street, London.

J. D. Wells, George-street, Mansion House, London, Solicitor for the Bill.

Midland Railway.

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 alter, amend, and enlarge some of the powers and provisions contained in the several Acts relating to the Midland Railway Company, passed respectively, in the seventh year, and in the session held in the eighth and ninth years of the reign of Her present Majesty, Queen Victoria. And that it is proposed by such intended Acts, or some or one of them, to authorize and empower the said company to purchase, or lease, the several railways or intended railways, canals and works, next hereinafter mentioned, or some of them, or some part or parts thereof, together with the lands, buildings, works, and conveniences held or connected therewith, and all or any powers or privileges in relation thereto, now vested in the companies, or persons to whom such railways, canals, or works respectively belong, or which may be granted or conferred by any Act or Acts to be passed in the next session of Parliament, that is to say;—The Oakham Canal, in the counties of Leicester and Rutland. The Ashby de la Zouch Canal, in the counties of Leicester, Derby, and Warwick. The Leicester and Swannington Railway, in the counties of Leicester and Derby. Also to raise and contribute funds towards the construction of the several projected undertakings, next hereinafter mentioned, or some of them, or some part or parts thereof, and the works and conveniences connected therewith, or to purchase or rent the same, together with all or any of the powers and privileges which may be granted or conferred in relation thereto by any Act or Acts to be passed in the next session of Parliament;—that is to say:—A railway from Leicester to Northampton and Bedford, with a branch to Huntingdon, to be called the South Midland Railway. A railway or railways to complete the communication by railway between Southampton, Pool, and Manchester. A railway or railways, from the Midland Railway, at Alrewas, in the county of Stafford, to Dudley, in the county of Worcester, with branches proposed to be called the Trent Valley, Midlands, and Grand Junction Railway. A railway from the Ambergate station, on the Midland Railway, to Matlock, Buxton, and Manchester. A railway, or railways from Hampton in Arden, in the county of Warwick, to Ashchurch, in the county of Gloucester, and from Hampton in

Arden to Banbury, in the county of Oxford; and also from the city of Worcester to Weedon in the county of Northampton, intended to be called the Warwickshire and London Railway.

And it is proposed by the said intended Act or Acts, to enable the said Midland Railway Company to exercise and enjoy all powers and privileges relating to such railways or other undertakings as may be sold or leased to them, as aforesaid, and to raise additional capital for the several purposes aforesaid, and other the purposes of the said company, and to enter into such arrangements in reference to the maintenance and use of the said several railways and canals, or any of them, or in reference to any of the purposes aforesaid, as may be mutually agreed on between the said company and the company or companies to whom the said several canals and railways or any of them may belong. And it is also proposed by such intended Act or Acts to authorize and empower the said Midland Railway Company, either alone or jointly with some other company, or companies, or persons, to make and maintain the several railways and works hereinafter mentioned, or some of them, or some part or parts thereof;—that is to say, certain alterations of the Syston and Peterborough line of the Midland Railway, and of the branches thereof. Certain alterations of the line of the Leicester and Swannington Railway, and certain branches therefrom. A railway from the Midland Railway at Burton-on-Trent, to Nuneaton in the county of Warwick. Certain branches of the Midland Railway at Barnsley, to Worsborough, and from the said railway at Darfield, to Wath-upon-Deerne, both in the West Riding of the county of York, and certain other branches to connect the said railway with certain collieries adjacent thereto. A branch railway from the said Midland Railway at Swinton, to the city of Lincoln. A branch railway from the said railway at or near Clay Cross, to Newark in the county of Nottingham. Certain branches from the line of the Erewash Valley Railway, to connect the said railway with the said Midland Railway at Clay Cross and Ambergate respectively, and also with certain collieries adjacent to the said first-mentioned railway. A railway or railways from the said Erewash Valley Railway to Nottingham and to Mansfield. A railway from Nottingham to Mansfield. A railway from Newark to Gainsborough. An extension of the existing line of the Midland Railway into the town of Birmingham. A railway from the Birmingham and Gloucester Railway to Hales Owen in the county of Worcester. A railway from the Birmingham and Gloucester Railway to or near to the town of Studley in the county of Warwick. A railway from the city of Gloucester to the city of Worcester, and the town of Droitwich or one of them, with a connecting line to Tewkesbury. A railway from the city of Gloucester to Stonehouse in the county of Gloucester. A railway from the Bristol and Gloucester Railway from Mangotsfield in the county of Gloucester to the city of Bath. And it is also proposed by such Act or Acts, to enable the said Midland Railway Company to raise such additional capital as may be necessary for all or any of the

purposes aforesaid. And also to amalgamate with the Leeds and Bradford Railway Company, and with the Birmingham and Gloucester and Bristol and Gloucester Railway Companies, or any or either of them, or to purchase, rent, work, or use the lines of the three last-mentioned companies, or either of them.

Dated the sixth day of November, 1845.

<p><i>Parker, Hayes, Barnwell,</i> and <i>Twisden</i>, 1, Lincoln's Inn Fields. <i>Berridge and Macaulay,</i> Leicester. <i>Saml. Carter</i>, Birmingham,</p>	}	Solicitors.
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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, and to effect the amalgamation, union, consolidation, and incorporation into one company, of the London and Brighton Railway Company, and of the London and Croydon Railway Company, and of such other companies, if any, as at the time of the passing of the said intended Act or Acts may be, or hereafter may become, united with the said companies, or either of them, and to vest in such united company all the capital, stock, property, lands, hereditaments, estate, effects, powers, rights, privileges, and authorities, which may at the time of the passing of the said intended Act or Acts, or at any other time, belong to or be vested in the said companies, or any or either of them; and it is proposed by such intended Act or Acts to alter, amend, enlarge, and repeal, some of the powers and provisions of the several Acts relating to the said London and Croydon Railway Company, passed respectively in the fifth, in the sixth, and in the seventh years of the reign of his late Majesty King William the Fourth, and in the sessions held in the first and in the second, third and fourth, the sixth and seventh, and the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty Queen Victoria; and also of an Act passed in the seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway; and also of three several Acts relating to the London and Brighton Railway Company, passed respectively in the first, and in the sixth and seventh, and in the eighth and ninth years of the reign of Her said Majesty Queen Victoria; and also of the several Acts relating to the Brighton, Lewes, and Hastings Railway Company, passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her said Majesty Queen Victoria; and also of the several Acts relating to the Brighton and Chichester Railway Company, passed respectively in the seventh and eighth, and in the eighth and ninth years of the reign of Her said Majesty Queen Victoria; and it is proposed by such intended Act or Acts to alter some of the rates, tolls, and duties authorized to be taken under the powers of the said several Acts, or some of them, and to authorize the amalgamated company to levy tolls, rates, and duties upon the

several lines of railway and branches to be vested in them as aforesaid; and it is also proposed to vary or extinguish all rights or privileges of the said respective companies, or of the shareholders, mortgagees of tolls, or other persons interested therein, or of any other persons or corporations whomsoever, which would or might impede, or interfere with the objects aforesaid.

Dated this sixth day of November, 1845.

Sutton, Ewens, Ommanney, and Prudence, George and Henry Faithfull, Solicitors to the London and Brighton Railway Company.

Burchell, Kilgour, and Parson, Solicitors to the London and Croydon Railway Company.

Windsor, Thames Valley, Great Western, and City Junction 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 for the making and maintaining the railways and branches hereinafter specified, or some of them, or some part or parts thereof respectively, that is to say, a railway to commence in the parish of Staines by a junction with a proposed railway called "The Windsor, Slough, and Staines Atmospheric Railway," or by a distinct commencement in the said parish, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Staines, Ashford, Laleham, Charlton, Sunbury, Hampton, Teddington, Twickenham, and Isleworth, or some of them, in the county of Middlesex, and terminating in the parish of Isleworth by a junction with an intended railway called "The Great Western, Brentford, and Thames Embankment Railway," or by a distinct terminus in such parish; a railway commencing by a junction with the said last mentioned railway in the said parish of Isleworth, passing from, in, through, or into the several parishes, townships, and extra-parochial places of Isleworth, New Brentford, Ealing, Acton, Chiswick, and Hammersmith, or some of them, in the county of Middlesex, and terminating in the parish of Hammersmith; a railway commencing at the termination of the last mentioned railway by a junction therewith in the said parish of Hammersmith, or by a junction with the said intended railway called the "Great Western, Brentford, and Thames Embankment Railway," passing from, in, through, or into the several parishes, townships, and extra-parochial places of Hammersmith, Kensington, and Paddington, or some of them, in the county of Middlesex, and terminating by a junction or junctions with the Great Western Railway in the said parish of Paddington; a branch railway from and out of the first mentioned railway to communicate with the river Thames, all in the parish of Staines; also a branch railway commencing at or near the junction with the Great Western Railway to form a junction with an intended railway called the "Regent's Canal Railway," which branch will be situate in the said parishes of Kensington

and Paddington or one of them, And notice is hereby further given, that application is intended to be made for powers in the said Bill to incorporate a company for the purpose of carrying into effect the said intended railway or railways, and branches, or some of them, and other works, and for the compulsory purchase of lands and houses to be described on the plans hereinafter mentioned, and to levy tolls, rates, and duties for the use of the said railways and branches, and to confer any exemptions from payment of tolls, rates, and duties, and to confer other rights and privileges. And notice is hereby further given, that powers will be applied for in the said Bill to authorize the leasing of the said railway or railways to the Great Western Railway Company, and to enable the Great Western Railway Company to lease the said railway or railways. And notice is hereby further given, that duplicate plans, sections, and books of reference in compliance with the Standing Orders of Parliament, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, on or before the thirtieth day of November, one thousand eight hundred and forty-five, and a copy of so much of the said plans, sections, and books of reference as relates to the several parishes aforesaid, in or through which the said railways and branches, or any part thereof, will pass or be situate, will be deposited with the parish clerks of the parishes above referred to on or before the thirty-first day of December, one thousand eight hundred and forty-five.

Dated this eighth day of November, 1845.

Roy, Blunt, and Company, and Pocock and Marston, Joint Solicitors.

London and Birmingham and Grand Junction Railways.

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, repeal, or consolidate the powers and provisions of the several Acts hereinafter mentioned, 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, intituled "An Act for making a Railway from London to Birmingham;" an Act passed in the fifth and sixth years of the reign of his said late Majesty, intituled "An Act to enable the London and Birmingham Railway Company to extend and alter the line of such railway, and for other purposes relating thereto;" an Act passed in the first year of the reign of her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and Birmingham Railway;" an Act passed in the second year of the reign of her present Majesty, intituled "An Act to enable the London and Birmingham Railway Company to raise a further of Money;" an Act passed in the sixth year of the reign of her present Majesty, intituled "An Act to authorize certain alterations in the works of the Warwick and Leamington Union Railway, and to confirm

the purchase thereof by the London and Birmingham Railway Company, and to enable that Company to raise a further sum of money and to convert their shares into stock;" an Act passed in the sixth and seventh years of the reign of her present Majesty, intituled "An Act for making a railway from the London and Birmingham Railway to Northampton and Peterborough;" an Act passed in the third year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from the Warrington and Newton Railway, at Warrington, in the county of Lancaster, to Birmingham, in the county of Warwick, to be called the Grand Junction Railway;" another Act passed in the fourth year of the reign of his said late Majesty King William the Fourth, intituled "An Act to enable the Grand Junction Railway Company to alter and extend the line of such railway, and to make a branch therefrom to Wolverhampton, in the county of Stafford, and for other purposes relating thereto;" another Act passed in the fifth year of the reign of his said late Majesty King William the Fourth, intituled "An Act to enable the Grand Junction Railway Company to alter the line of such railway, and to make two branches therefrom in the county of Stafford, and for other purposes relating thereto;" another Act passed in the fifth year of the reign of his said late Majesty King William the Fourth, intituled "An Act for incorporating the Warrington and Newton Railway with the Grand Junction Railway, and for extending to the said first-mentioned railway the provisions of the several Acts of Parliament relating to the said last-mentioned railway, and for other purposes relating thereto;" another Act passed in the first and second years of the reign of her present Majesty, intituled "An Act to alter, amend, extend and enlarge the powers and provisions of the several Acts relating to the Grand Junction Railway, and for other purposes connected therewith;" another Act passed in the third year of the reign of her said present Majesty, intituled "An Act for Incorporating the Chester and Crewe Railway with the Grand Junction Railway, and for extending to the said first-mentioned railway the provisions of the several Acts of Parliament relating to the said last-mentioned railway, and for other purposes;" and another Act passed in the last session of Parliament, intituled "An Act for Consolidating the Bolton and Leigh, the Kenyon and Leigh Junction, the Liverpool and Manchester, and the Grand Junction Railway Companies."

And it is intended by the Act or Acts so to be applied for, to authorize and empower the union and consolidation into one undertaking of the London and Birmingham Railway and the Grand Junction Railway, and the respective capital, stock, shares, property, and effects of the London and Birmingham Railway Company and the Grand Junction Railway Company, and the vesting in one company of all the capital, stock, shares, property and effects, powers and privileges now vested, or which during the next session of Parliament may become vested in the said two companies, or either

of them, and to authorize the incorporation of a new company for the purposes above-mentioned.

And it is also intended, by the same Act or Acts so to be applied for, to enable such new company to levy tolls, rates, and duties, for and in respect of the use of the said London and Birmingham Railway and the Grand Junction Railway, respectively, or any of the branches thereof, or of any part or parts thereof, and to alter the tolls, rates or duties now existing upon the same railways respectively, and to confer, vary or extinguish, exemptions from payments of tolls, rates or duties, and other rights and privileges; and in such Act or Acts so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above-mentioned.

Dated this first day of November, 1845.

Parher, Hayes, Barnwell and Twisden,
1, Lincoln's Inn Fields, London,

Samuel Carter, Birmingham,
Solicitors for the London and Birmingham
Railway Company.

Clay, Swift and Wagstaff, Liverpool,
Solicitors for the Grand Junction Railway
Company.

London and Birmingham Railway.
(Coventry and Nuneaton Line.)

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 London and Birmingham Railway, near the Coventry station thereof, in the parishes of Saint Michael and Saint John Baptist, Coventry, and the Holy Trinity, Coventry, in the county of Warwick, or one of them, and terminating by a junction at two points with the line of the Trent Valley Railway, in the parish of Nuneaton, in the county of Warwick; 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,) Coventry, Saint Michael, and Saint John Baptist, Coventry, the Holy Trinity, Coventry; Radford, Foleshill, Exhall Sydnal, Sydnal Field, Bedworth, Chilvers, Coton, Nuneaton, Atterborough, and Stockingsford in the county of Warwick.

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 either to enable the London and Birmingham Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And notice is hereby further given, that maps or plans and sections of the said intended 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 Warwick, at his office in Stratford-on-Avon; 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 first day of November, 1845.

<i>Parker, Hayes, Barnwell, and Twisden, 1, Lincoln's-Inn- fields, London; Samuel Carter, Birmingham;</i>	}	Solicitors.
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London and Birmingham, Grand Junction, and Manchester and Birmingham Railways.

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, repeal or consolidate, the powers and provisions of the several Acts hereinafter mentioned, 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, intituled "An Act for making a railway from London to Birmingham;" an Act passed in the fifth and six years of the reign of His said late Majesty, intituled "An Act to enable the London and Birmingham Railway Company to extend and alter the line of such railway, and for other purposes relating thereto;" an Act passed in the first year of the reign of Her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and Birmingham railway;" an Act passed in the second year of the reign of Her present Majesty, intituled "An Act to

enable the London and Birmingham Railway Company to raise a further sum of money;" an Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act to authorize certain alterations in the works of the Warwick and Leamington Union Railway, and to confirm the purchase thereof by the London and Birmingham Railway Company, and to enable that company to raise a further sum of money, and to convert their shares into stock;" an Act passed in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act for making a railway from the London and Birmingham railway to Northampton and Peterborough;" An Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for making a railway from the Warrington and Newton railway at Warrington, in the county of Lancaster, to Birmingham, in the county of Warwick, to be called the Grand Junction Railway;" another Act passed in the fourth year of the reign of his said late Majesty King William the Fourth, intituled "An Act to enable the Grand Junction Railway Company to alter and extend the line of such railway, and to make a branch therefrom to Wolverhampton, in the county of Stafford, and for other purposes relating thereto;" another Act passed in the fifth year of the reign of His said late Majesty King William the Fourth, intituled "An Act to enable the Grand Junction Railway Company to alter the line of such railway, and to make two branches therefrom in the county of Stafford, and for other purposes relating thereto;" another Act passed in the fifth year of the reign of His said late Majesty King William the Fourth, intituled "An Act for incorporating the Warrington and Newton Railway with the Grand Junction Railway, and for extending to the said first-mentioned railway the provisions of the several Acts of Parliament relating to the said last-mentioned railway, and for other purposes relating thereto;" another Act passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to alter, amend, extend and enlarge the powers and provisions of the several Acts relating to the Grand Junction Railway, and for other purposes connected therewith;" another Act passed in the third year of the reign of Her said present Majesty, intituled, "An Act for incorporating the Chester and Crewe Railway with the Grand Junction Railway, and for extending to the said first-mentioned railway the provisions of the several Acts of Parliament relating to the said last-mentioned railway, and for other purposes;" and another Act passed in the last session of Parliament, intituled "An Act for consolidating the Bolton and Leigh, the Kenyon and Leigh Junction, the Liverpool and Manchester, and the Grand Junction Railway Companies;" an Act passed in the first year of the reign of her said 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 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 seventh and eighth 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 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 Guide's Bridge, and for other purposes connected with the said Manchester and Birmingham Railway."

And it is intended by the Act or Acts so to be applied for to authorize and empower the union and consolidation into one undertaking of the London and Birmingham Railway, the Grand Junction Railway, and the Manchester and Birmingham Railway, and the respective capital, stock, shares, property and effects of the London and Birmingham Railway Company, the Grand Junction Railway Company, and the Manchester and Birmingham Railway Company, and the vesting in one company of all the capital, stock, shares, property and effects, powers and privileges now vested, or which during the next session of Parliament may become vested, in the said three companies, or any or either of them, and to authorize the incorporation of a new company for the purposes above-mentioned.

And it is also intended by the same Act or Acts so to be applied for to enable such new company to levy tolls, rates and duties for and in respect of the use of the said London and Birmingham Railway, the Grand Junction Railway, and the Manchester and Birmingham Railway, respectively, or any of the branches thereof, or of any part or parts thereof, and to alter the tolls, rates or duties, now existing upon the same railways respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates or duties, and other rights and privileges. And in such Act or Acts so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above-mentioned.

Dated this first day of November, 1845.

Parker, Hays, Barnwell, and Twisden,
1, Lincoln's-Inn-Fields, London,

Samuel Carter, Birmingham,
Solicitors for the London and Birmingham
Railway Company.

Clay, Swift and Wagstaff, Liverpool,
Solicitors for the Grand Junction Railway
Company.

Slater and Heelis, Manchester,
Solicitors for the Manchester and Birmingham
Railway Company.

London and Birmingham and Manchester and
Birmingham Railways.

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, repeal or consolidate the powers and provisions of the several Acts hereinafter mentioned, 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, intituled, "An Act for making a railway from London to Birmingham;" an Act passed in the fifth and sixth years of the reign of his said late Majesty, intituled "An Act to enable the London and Birmingham Railway Company to extend and alter the line of such railway, and for other purposes relating thereto;" an Act passed in the first year of the reign of her present Majesty Queen Victoria, intituled "An Act to amend the Acts relating to the London and Birmingham Railway;" an Act passed in the second year of the reign of her present Majesty, intituled "An Act to enable the London and Birmingham Railway Company to raise a further sum of money;" an Act passed in the sixth year of the reign of her present Majesty, intituled "An Act to authorize certain alterations in the works of the Warwick and Leamington Union Railway, and to confirm the purchase thereof by the London and Birmingham Railway Company, and to enable that Company to raise a further sum of money, and to convert their shares into stock;" an Act passed in the sixth and seventh years of the reign of her present Majesty, intituled "An Act for making a railway from the London and Birmingham Railway to Northampton and Peterborough;" an Act passed in the first year of the reign of her said 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 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 seventh and eighth 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 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 Guide's Bridge, and for other purposes connected with the said Manchester and Birmingham Railway."

And it is intended by the Act or Acts so to be applied for to authorize and empower the union and consolidation into one undertaking of the London and Birmingham Railway and the Manchester and Birmingham Railway, and the respec-

tive capital, stock, shares, property and effects of the London and Birmingham Railway Company and the Manchester and Birmingham Railway Company, and the vesting in one company of all the capital, stock, shares, property and effects, powers and privileges now vested or which during the next session of Parliament may become vested, in the said two companies, or either of them, and to authorize the incorporation of a new company for the purposes above-mentioned.

And it is also intended by the same Act or Acts so to be applied for to enable such new company to levy tolls, rates and duties for and in respect of the use of the said London and Birmingham Railway and the Manchester and Birmingham Railway respectively, or any of the branches thereof, or of any part or parts thereof, and to alter the tolls, rates or duties now existing upon the same railways respectively, and to confer, vary or extinguish exemptions from payment of tolls, rates or duties and other rights and privileges. And in such Act or Acts, so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above-mentioned.

Dated this first day of November, 1845.

Parker, Hayes, Barnwell, and Twisden,
1 Lincoln's-Inn-Fields, London;

Samuel Carter, Birmingham,
Solicitors for the London and Birmingham
Railway Company.

Slater and Heelis, Manchester,
Solicitors for the Manchester and Birmingham
Railway Company.

Bristol and Gloucester, Birmingham and Gloucester, and Midland Railways.

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, repeal, or consolidate the powers, and provisions of the several Acts hereinafter mentioned, or some of them (that is to say), An Act passed in the ninth year of the reign of his Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from or near the city of Bristol to Coalpit Heath, in the parish of Westerley, in the county of Gloucester;" an Act passed in the fourth year of the reign of his late Majesty King William the Fourth, intituled "An Act to alter, amend, and enlarge the powers 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 or near the city of Bristol to Coalpit Heath, in the parish of Westerley, in the county of Gloucester;'" an Act passed in the third year of the reign of her present Majesty Queen Victoria, intituled "An Act for altering and extending the line of the Bristol and Gloucestershire Railway, and for amending the Acts relating thereto;" an Act passed in the fifth year of the reign of her said present Majesty, in-

tituled "An Act for granting further powers to the Bristol and Gloucester Railway Company; an Act passed in the sixth and seventh years of the reign of her said present Majesty, intituled "An Act for amending the Acts relating to the Bristol and Gloucester Railway, and for making a branch railway out of the same;" an Act passed in the sixth year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from Birmingham to Gloucester, with a branch therefrom;" an Act passed in the seventh year of the reign of his said Majesty King William the Fourth, intituled "An Act to amend an Act passed in the last session of Parliament, for making a Railway from Birmingham to Gloucester, to extend the Line of the said Railway, and to make branches therefrom to the city of Worcester, and the town of Tewkesbury;" an Act passed in the sixth and seventh years of the reign of her present Majesty, intituled "An Act to enable the Birmingham and Gloucester Railway Company to raise a further sum of money, and for amending the Acts relating to the said Company;" an Act passed in the last session of Parliament intituled "An Act to enable the Birmingham and Gloucester Railway Company to make Extension Lines at Gloucester, a Branch at Stoke Prior, and a Junction with the Midland Railway at Aston juxta Birmingham;" an Act passed in the seventh year of the reign of her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" an Act passed in the eighth and ninth years of the reign of her present Majesty, intituled "An Act to empower the Midland Railway Company to extend the said Railway from Nottingham to Newark and Lincoln;" an Act passed in the eighth and ninth years of the reign of her present Majesty, 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 it is intended by the Act or Acts so to be applied for to authorize and empower the said Bristol and Gloucester Railway Company and the Gloucester and Birmingham Railway Company, or either of them, to grant to the Midland Railway Company a lease in perpetuity of the Bristol and Gloucester and Gloucester and Birmingham Railways, or either of them, and the respective property and effects of the Bristol and Gloucester and Birmingham and Gloucester Railway companies respectively, or either of them, upon such terms and conditions as may be agreed upon, and to authorize and empower the Midland Railway Company to accept such lease and to levy tolls, rates, and duties in respect of the use of the said Bristol and Gloucester and Birmingham and Gloucester Railways, or either of them.

And it is intended by such Act or Acts to authorize and empower the union and consolidation into one undertaking of the Midland Railway and the Bristol and Gloucester and Birmingham and Gloucester Railways, or either of them, and the respective capital stock, shares, property and effects of the Midland Railway Company and the Bristol and

Gloucester and Birmingham and Gloucester Railway Companies, or either of them, and of all the powers and privileges now vested in the said three companies, or any or either of them, or which may become vested in them or any or either of them during the next session of Parliament, and in that case to authorize the incorporation of a new company for the purposes above mentioned.

And it is also intended, by the same Act or Acts so to be applied for, to enable such new company to levy tolls, rates and duties, for and in respect of the use of the said Bristol and Gloucester, and Birmingham and Gloucester Railways respectively, or either of them, or any of the branches thereof, or of any part or parts thereof, and to alter the tolls, rates, or duties, now existing upon the same railways respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges, and in such Act or Acts so to be applied for it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above mentioned.

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,
Thomas Fenn Addison, Gloucester,* } Solicitors.

Bristol and Gloucester and Birmingham and Gloucester Railways.

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, repeal, or consolidate the powers and provisions of the several Acts hereinafter mentioned, or some of them (that is to say), an Act passed in the ninth year of the reign of his Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from or near the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester;" an Act passed in the fourth year of the reign of his late Majesty King William the Fourth, intituled "An Act to alter, amend and enlarge the powers 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 or near the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester;'" an Act passed in the third year of the reign of her present Majesty, intituled "An Act for altering and extending the line of the Bristol and Gloucestershire Railway, and for amending the Acts relating thereto;" an Act passed in the fifth year of the reign of her present Majesty, intituled "An Act for granting further powers to the Bristol and Gloucester Railway Company;" an Act passed in the sixth and seventh years of the reign of her present Majesty, intituled "An Act for amending the Acts relating to the Bristol and Gloucester Railway, and for making a

branch railway out of the same;" an Act passed in the sixth year of the reign of his late Majesty King William the Fourth, intituled "An Act for making a railway from Birmingham to Gloucester, with a branch therefrom;" an Act passed in the seventh year of the reign of his said Majesty King William the Fourth, intituled "An Act to amend an Act passed in the last session of Parliament for making a railway from Birmingham to Gloucester, to extend the line of the said railway, and to make branches therefrom to the city of Worcester and the town of Tewkesbury;" an Act passed in the sixth and seventh years of the reign of her present Majesty, intituled "An Act to enable the Birmingham and Gloucester Railway Company to raise a further sum of money, and for amending the Acts relating to the said company;" an Act passed in the last session of Parliament, intituled "An Act to enable the Birmingham and Gloucester Railway Company to make extension lines at Gloucester, a branch at Stoke Prior, and a junction with the Midland Railway at Aston juxta Birmingham."

And it is intended by the Act or Acts so to be applied for, to authorize and empower the union and consolidation into one undertaking of the Bristol and Gloucester Railway and the Birmingham and Gloucester Railway, and the respective capital stock, shares, property and effects of the Bristol and Gloucester Railway company, and the Birmingham and Gloucester Railway Company and the vesting in one company of all the said capital stock, shares, property and effects, and of all the powers and privileges now vested in the said two companies, or either of them, and to authorize the incorporation of a new company for the purposes above-mentioned.

And it is also intended, by the same Act or Acts so to be applied for, to enable such new company to levy tolls, rates and duties, for and in respect of the use of the said Bristol and Gloucester Railway and the Birmingham and Gloucester Railway, respectively, or any of the branches thereof, or of any part or parts thereof, and to alter the tolls, rates, or duties now existing upon the same railways respectively, and to confer, vary, or extinguish, exemptions from payment of tolls, rates, or duties, and other rights and privileges, and in such Act or Acts, so to be applied for, it is intended to insert all such powers and provisions as may be considered proper or expedient for carrying into effect the several objects above mentioned.

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,
Thomas Fenn Addison, Gloucester,* } Solicitors.

Cambridge and Oxford.

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 necessary roads, stations, works, and conveniences

connected therewith, commencing in the parishes of Saint Mary the Less, and Saint Botolph, or one of them, in the town of Cambridge and county of Cambridge, near the King's Mill, on the river Cam, or Granta, or at or near Coe Fen otherwise Cow Fen, abutting on the west side of the turnpike road leading from Cambridge to Trumpington, in the said parish of Saint Mary the Less in the same county, and terminating in or near a field adjoining the road from Oxford to Banbury, occupied by Mr. Thomas Cripps, and belonging to the President and Scholars of Saint John Baptist College, in the University of Oxford, and Joseph Parker, Esquire, their lessee, situate in the parish of Saint Giles, in the borough and county of Oxford; with a branch from the said intended new line of railway, commencing at or near a field called Fen Field, occupied by Mr. John Maris, in the parish of Trumpington, in the said county of Cambridge, and terminating by a junction with the Eastern Counties Railway at or near the point where the same crosses the Hill's Road, in the parish of Saint Andrew the Less otherwise Barnwell, in the said town and county of Cambridge; 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 Saint Mary the Less and St. Botolph, Newnham, St. Andrew the Less otherwise Barnwell, Saint Andrew the Great, Saint Giles, and Saint Benedict, or some or one of them in the said town and county of Cambridge; Trumpington, Grantchester otherwise Grantchester, Haslingfield, Hauxton otherwise Hawkston, and certain extra-parochial lands adjoining; Harston otherwise Harlston, Barrington Foxton, Coton otherwise Cotes, Barton, Whitwell, Hinton otherwise Cherryhinton, Little Shelford, Great Shelford, Newton, Harlton, Shepreth, Meldreth, Foulmire otherwise Fulmere, Orwell, Malton, Wimpole, Whaddon, Melbourn, Bassingbourn, Kneesworth, Royston, Litlington, Guilden or Great Morden and Steeple or Little Morden, or some or one of them in the said county of Cambridge; Royston, Barley, Barkway, Reed, Therfield, Kelshall, Sandon, Ashwell, Wallington, Clothall, Bygrave, Baldock, Radwell, Willian, Letchworth, Great Wymondley otherwise Much Wymondley, Little Wymondley, Weston, Ickleford, Highover, Walsworth, Pirton, Hitchin, Offley, Lilley, Ippolitts, Preston, King's Walden, Caddington, Kensworth, Skimpot, Tring, Long Marston, Beloe and Puttenham, or some or one of them, in the county of Hertford; Newnham, Norton, and Hexton, in the liberty of Saint Alban's, in the said county of Hertford; Arlsey, Stotfold, Holwell, Cadwell, Shitlington, Barton in the Clay, Luton, Stopsley, Limbury-cum-Biscott, Leagrave, East Hyde, West Hyde, Caddington, Barton, Streatley, Sundon, Chalton, Leagrave, Lewsey Chaul End, Skimpot, Houghton Regis, Wingfield, Bedwell, Thorn, Sewell Chalk Hill otherwise Puddle Hill, Dunstable, Whipsnade, Tilsworth, Stanbridge, Stanbridge Green, Totternhoe otherwise Tottenhoe otherwise Tattenhoe otherwise Tatnall, Totternhoe Lower

End, and Middle End, Billington, Little Billington, Eaton Bray, Eaton Green, Church End, Moor End, and Lower Ead Eaton Bray, or some or one of them, in the county of Bedford; Edlesborough, Northall, Dagnall, Hudnall, Ringshall, Nettleden, Frithsden, Ivinghoe, Ivinghoe Aston, Slapton, Horton, Seabrook, Pightlesthorne otherwise Pitstone, Cheddington, Wing, Crafton, Marsworth, Drayton Beauchamp, Buckland, Aston Clinton, Hulcott, Bierton with Broughton, Burcott, Aylesbury with Walton, Hartwell, Stone, Dinton, Upton, Cuddington, Upper Winchendon, Lower Winchendon, Waddesdon Eythroe, Haddenham, Chearsley, Long Crendon, Notley, Notley Abbey, Peppershill, Shabbingdon, Ickford, and Worminghall, or some or one of them, in the county of Buckingham; Thame, New Thame, Old Thame, Priestend, North Weston, Draycott, Waterstock, Waterperry, Thomley, Holton, Foresthill, Cuddesden, Wheatley, Horsepath, Shotover, Stanton Saint John, Barton, Headington, Elsfeld, Marston, and King's Mill, or some or one of them, in the county of Oxford; King's Mill, Holywell, and Saint Giles, or some or one of them, in the borough of Oxford, in the said county of Oxford; and which said proposed branch railway and the roads, approaches, works, and conveniences connected therewith, are respectively intended to be made in, and to pass from, through, or into the said several parishes, townships, hamlets, and extra-parochial places of Trumpington and Cherryhinton, or one of them, in the said county of Cambridge, and Saint Mary the Less, Saint Andrew the Less, otherwise Barnwell and Saint Andrew the Great, or some or one of them, in the said town and county of Cambridge.

And notice is hereby further given, that a plan and section, or plans and sections, of the said proposed railway, branch 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 Cambridge, at his office at Cambridge, in the same county, and with the Clerk of the Peace for the said county of Hertford, at his office at Saint Alban's, in the said last mentioned county, and with the Clerk of the Peace for the liberty of Saint Alban's, at his office at Saint Alban's aforesaid, and with the Clerk of the Peace for the said county of Bedford, at his office at Bedford, in the said last mentioned county, and with the Clerk of the Peace for the said county of Buckingham, at his office at the county hall in Aylesbury, in the same county, and with the Clerk of the Peace for the said county of Oxford, at his office at Oxford, in the same county; and a copy of so much of such plan and section as relates to each parish in or through which the said proposed railway, branch 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 works to such extent as will be defined on the said plans, and to cross, alter, divert, and stop up such highways, streets, roads, canals, navigations, rivers, and watercourses, railways and tram-roads within the several parishes, townships, hamlets, and extra-parochial places aforesaid, as it may be necessary to cross, alter, divert, and stop up for the purposes of the said proposed railways and works, and also powers for the compulsory purchase of lands and houses, and for varying or extinguishing all rights and privileges in any manner connected with such lands and houses, and also to levy tolls, rates, and duties upon or in respect of the said proposed railways and other works.

And notice is hereby further given, that by the said Act or Acts it is intended to incorporate a company or companies for the purpose of making and maintaining the said proposed railways and works.

And also to obtain powers for enabling the company or companies so to be incorporated as aforesaid, and the London and Birmingham Railway Company, and the Aylesbury Railway Company, to enter into and complete all such contracts, arrangements, and agreements, as the said several companies, or any of them, may think proper, for the purchase, hire, working, maintenance, and use of the said Aylesbury Railway, and the stations and works in connexion therewith, or any part thereof respectively, by the said company so to be incorporated as aforesaid; and in such case to enable the said last-mentioned company or companies so to be incorporated to take tolls, rates, or duties upon or in respect of the said Aylesbury Railway, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and to confer other rights and privileges upon the said companies, and generally to carry into effect all such arrangements which refer to all or any of the above objects as may be deemed expedient, and for all or any of the purposes aforesaid, to alter, amend, and enlarge the powers and provisions of the several Acts of Parliament relating to the said London and Birmingham Railway, passed in the third and in the fifth and sixth years of the reign of His late Majesty King William the Fourth; and in the first, second, fifth and sixth, and seventh years of the reign of her present Majesty Queen Victoria; and also of the Act of Parliament relating to the said Aylesbury Railway passed in the sixth year of the reign of His said late Majesty.

Dated this third day of November, 1845.

Bircham and Dalrymple, 15, Bedford-row,
London, Solicitors for the proposed
undertaking.

Midland Railway.

(Birmingham and Gloucester 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 construction and maintenance of the following

No. 20546.

I

railways, with all proper works, approaches, and conveniences connected therewith, (that is to say,) *First*, a railway commencing by a junction with the Birmingham and Gloucester Railway, near the Barn Green Station thereof, in the parishes of Cofton otherwise Cofton otherwise Cofton Hackett otherwise Cofton Hackett and Alvechurch and Bromsgrove, or some or one of them, in the county of Worcester, and terminating in the parish of Coughton otherwise Great Coughton, in the county of Warwick, 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,) Cofton otherwise Cofton otherwise Cofton Hackett otherwise Cofton Hackett, Northfield, Bromsgrove, Rowney Green, Lea End otherwise Ley End, Hopwood, Alvechurch, Tutnall, Tardebeegg, Bordesley, Beoley, Redditch and Feckenham, in the county of Worcester; Cobley, Tutnall, Tardebeegg, Ipsley, Studley, Coughton otherwise Great Coughton, King's Coughton, and Sambourn, or some of them, in the county of Warwick. *Second*, a railway commencing by a junction with the Birmingham and Gloucester Railway, in the parishes of Kingsnorton and Northfield, or one of them, in the county of Worcester, and terminating in the parish of Hales Owen in the same county, and passing from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, (that is to say,) Kingsnorton, Withwood Heath, Frankley, Northfield, Cofton otherwise Cofton otherwise Cofton Hackett otherwise Cofton Hackett, Hay Yield, Shenley Yield, Bartley Yield, Selley Yield, Bromsgrove, Shepley Yield, Fockbury Yield, Burcott Yield, Town Yield, Cutshill Yield, Hamford Yield, Clent, Hales Owen, Cradley, Lutley, Hayley Green, Hasbury, Hunnington otherwise Henington, Romsley, Saint Kenelms, Illy, Lappal, Quinton, Ridgacre, Warley, Warley Wigorn, Worley Salop, Oldbury, Langley, Cakemore, Hill and Hawn, or some of them, in the county of Worcester. *Third*, a railway, or extension, commencing by a junction with the line of the Midland Railway, in the parish of Aston juxta Birmingham, and terminating either by a junction with the line of the London and Birmingham Railway, in the said parish of Aston juxta Birmingham, or by a junction with the line of the Grand Junction Railway, in the said parish of Aston juxta Birmingham, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Aston juxta Birmingham, Aston, Aston Manor, Saltley, Duddeston, Nechells and Duddeston cum Nechells, or some of them, in the county of Warwick.

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 pri-

willeges 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 either to enable the Midland Railway Company to carry into effect the said intended undertakings, or any of them, or otherwise to incorporate a company for the purpose of carrying the same, or any of them, 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 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 Worcester, and with the Clerk of the Peace for the county of Warwick, at his office in Stratford-upon-Avon, 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 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 Hayes, Barnwell, and
Twisden, 1, Lincoln's-Inn-Fields,
London.*
Berridge and Macaulay, Leicester.
Samuel Carter, Birmingham.
Thomas Fenn Addison, Gloucester.

Solicitors.

Birmingham and Bristol Railway.
(Malvern Line.)

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

the Acts relating to the said company;" and also of an Act passed in the last session of Parliament, intituled "An Act to enable the Birmingham and Gloucester Railway Company to make extension lines at Gloucester, a branch at Stoke Prior, and a junction with the Midland Railway at Aston juxta Birmingham," or to repeal the provisions, or some of them, contained in the said Acts, and to make other provisions in lieu thereof.

And notice is hereby also given, that it is intended to apply for powers in the said Act or Acts to make a line of railway, with all necessary works and conveniences connected therewith and approaches thereto, commencing at or near to the station of the said Birmingham and Gloucester Railway, in the parish of Saint Catharine, in the county of Gloucester, and in the city and county of the city of Gloucester, or one of them, and terminating by a junction with the parliamentary line of the Oxford, Worcester, and Wolverhampton railway, in the parish of Saint Nicholas Droitwich, or in the parish of Saint Andrew Droitwich, or one of them, in the county of Worcester, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, (that is to say,) Saint Catharine otherwise Saint Oswald, Saint Mary de Lode, Wotton Saint Mary, Wotton Saint Catharine, Vill of Wotton, Wotton, Longford Saint Catharine, Longford Saint Mary, Barton Saint Mary, College Precincts, Kingsholm Saint Mary, Kingsholm Saint Catharine, Holy Trinity, North Hamlet, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Saint John the Baptist, Saint Aldate, Saint Michael, Saint Mary de Grace, Barton Saint Michael, South Hamlet, Hamlet of Littleworth, Saint Nicholas, Town Ham, Pool Meadow, Saint Luke, Saint James in the city of Gloucester and county of the same city; Saint Catharine otherwise Saint Oswald, Saint Mary de Lode, Wotton Saint Mary, Wotton Saint Catharine, Vill of Wotton, Wotton, Longford Saint Mary, Longford Saint Catharine, Barton Saint Mary, Kingsholm Saint Mary, Kingsholm Saint Catharine, Tuffley otherwise Tuffleigh, North Hamlet, Barton Saint Michael, South Hamlet, Hamlet of Littleworth, Saint Nicholas, Town Ham, Pool Meadow, Saint Luke, Saint James, Upton Saint Leonards, Barnwood, Hempstead, Maismore, Sandhurst, Ashelworth, Lassington, Churcham, Highnam, Over and Linton, Rudford, Hartpur, Highleadon, Upleadon, Taynton, Little Taynton, Great Taynton, Tibberton, Hasfield, Corse, Staunton, Turley otherwise Tirley, and Forthampton, or some of them, in the county of Gloucester; Chaceley otherwise Chaseley, Berrow, Staunton, Eldersfield, Redmarley otherwise Redmarley D'Abitot, Pendock, Longdon, Ripple, Queenhill, Holdfast, Birts Morton, Castle Morton, Upton-upon-Severn, Welland, Little Malvern, Hanley Castle, Upper Hanley, Lower Hanley, Chapelry of Saint Peter, Great Malvern, Newland, Powick, Cleveoad, Woodsfield, Madresfield otherwise Maddresfield, Leigh, Brockamin, Sherridge, Sandlin otherwise Sanlin, Leigh Sinton, Upper Howsell, Lower Howsell, Bransford, Braces Leigh otherwise Leigh Braces, Cotheridge, Saint John in Bedwardine, Saint

John, Wick Episcopi, Oldbury, Upper Wick, Lower Wick, Hallow, Grimley, Saint Clement, Pitchcroft, Claines, Whistones otherwise Whiston, Saint George, Saint Peter otherwise Saint Peter the Great, Whittington, Upper Battenhall, Middle Battenhall, Lower Battenhall, Saint Martin, Henwick, Barbourne, Northwick, Common Hill, Bevere, Bevere Green, Hawford, Ombersley, Chatley, Mayeux with Chatley, Hadley with Hay Elms, Mildenham, Topenhall otherwise Tappenhall, Upper Topenhall, Lower Topenhall, Linacre, Martin Hussingtree, Hieley, Lady Wood, Copcote otherwise Copcut, Hill End, Salwarp, Chauson, Saint Nicholas Droitwich, Saint Andrew Droitwich, Saint Andrew and Saint Mary de Witton Droitwich, Saint Peter Droitwich, and in liberties Droitwich, or some of them, in the county of Worcester; and Saint John in Bedwardine, Saint John, Wick Episcopi, Oldbury, Saint Clement, Pitchcroft, Claines, Whistones otherwise Whiston, Saint George, Saint Peter otherwise Saint Peter the Great, Whittington, Saint Martin, Saint Michael, College Precincts, Saint Andrew, Saint Paul, the Blockhouse, Saint Helen, Saint Alban, All Saints, Saint Nicholas and Saint Swithin, or some of them, in the city of Worcester and county of the same city.

And it is also intended to take powers to make and maintain another line of railway, with proper works and conveniences connected therewith, and approaches thereto, commencing by two junctions with the Birmingham and Gloucester Railway, in the parish of Ashchurch, in the county of Gloucester, one thereof being in the hamlet or tithing of Northway and Newton in the said parish, and the other in the hamlet or tithing of Fiddington and Natton in the said parish, and uniting with the Tewkesbury branch of the said Birmingham and Gloucester Railway, in the said parish of Ashchurch in the county of Gloucester, and terminating in the parish of Great Malvern, in the county of Worcester, and passing through the several parishes, townships, extra-parochial and other places, of Ashchurch, Bishop's Cleeve, Stoke Orchard, Treddington, Northway and Newton, Fiddington and Natton, Pamington, Walton Cardiff, Tewkesbury, the Mythe, and Twynning, or some of them, in the county of Gloucester; Ripple, Chacely otherwise Chaseley, Berrow, Staunton, Eldersfield, Uckingham, Queenhill, Holdfast, Eongdon, Upton-on-Severn, Pendock, Redmarley otherwise Redmarley D'Abitot, Birts Morton, Castle Morton, Hanley Castle, Upper Hanley, Lower Hanley, Welland, Chapelry of Saint Peter, Little Malvern and Great Malvern, or some of them, in the county of Worcester.

And notice is hereby also given, that it is intended to apply for powers in the said Act or Acts, to make lateral deviations from the lines of the proposed railways and works, to the extent or within the limits to be defined upon the plans hereinafter mentioned or referred to, and also to cross, divert, abandon, discontinue, alter, or stop up, all such turnpike roads, parish roads, and other highways, streams, canals, navigations and railways, within the said parishes, townships, and extra-

parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, abandon, discontinue, alter, or stop up, for the purposes of the proposed works.

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

And it is proposed by the said intended Act or Acts, either to incorporate a company with powers to make and maintain the said intended railways and works, or any of them, and to exercise the powers of the said intended Act or Acts, or to enable the Birmingham and Gloucester Railway Company, and the Bristol and Gloucester Railway Company, or either of them, or the Midland Railway Company, to make and maintain, use and exercise, or join in making, and maintaining, using and exercising the same railways and works, and powers, or any of them, and to provide the necessary funds for that purpose.

And notice is hereby also given, that plans of the said proposed railways and works, and also duplicates of such plans, and also sections and duplicates thereof, together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, in or through which the said several railways and works are to be made, maintained, varied, extended, or enlarged, will be deposited for public inspection with the Clerk of the Peace for the city of Gloucester and county of the same city, at his office at Gloucester; with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; with the Clerk of the Peace for the county of Worcester, at his office at Worcester; and with the Clerk of the Peace for the city of Worcester and county of the same city, at his office at Worcester, 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, one thousand eight hundred and forty-five, 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.

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,
Thomas Fenn Addison, Glou-
cester,*

Solicitors.

NOTICE is hereby given, that application is about to be made to Parliament in the ensuing session, for an Act to incorporate and establish a company called the Universal Salvage Company, or to enable such company to sue and be sued in the name of any director or officer of the said company for the time being, and to enable such company, or any trustee or trustees on their behalf, to purchase from the General Salvage Company, or the trustees thereof, certain letters patent for certain improvements in raising sunken vessels or other bodies, which said letters patent were originally granted to Edward Austin, on the twelfth day of May one thousand eight hundred and thirty-seven; and also, if necessary, to enable the directors or trustees of the General Salvage Company to make an assignment of the said letters patent to the said Universal Salvage Company, or to trustees on behalf of the said last-mentioned company, free from all incumbrances, and to carry out and confirm certain articles of agreement, bearing date the first day of March, one thousand eight hundred and forty-five, and made between John Watson Borradaile and Le-stock Peach Wilson of the first part, the said Edward Austin of the second part, Samuel Price, Edmund Norcott, Guy Carleton Coffin, James Oliver Lindam, and William Marshall (directors of a certain joint stock company established in the city of London, called the Universal Salvage Company) of the third part: and also to enable them to purchase certain letters patent for that part of Her Majesty's dominions called Ireland, and for that part of Great Britain called Scotland, granted or to be granted to the said Edward Austin, and to enable the said Edward Austin to assign the same to the said Universal Salvage Company, or to trustees on their behalf, and also to purchase any other letters patent for improvements in raising, floating, or buoying sunken, wrecked, or distressed vessels or other bodies, or for lifting vessels over bars or shallow places, or other improvements in salvage operations or connected therewith, and also to exempt the said Universal Salvage Company from the operation of the fifth clause and the sixty-third clause of a certain 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 and consolidate the laws relating to Merchant Seamen, and for keeping a register of seamen;" and for effecting such last-mentioned purpose, it is intended to alter and amend or repeal some of the powers and provisions of such Act; and it is also intended by such Act to confer other rights and privileges upon the said Universal Salvage Company.

Dated this sixth day of November, 1845.

John Watson, junior, 10, Henrietta-street,
Covent Garden,

Thomas Eyre Wyche, 13, George-street,
Mansion House,

Solicitors for the said Universal
Salvage Company and to the
proposed Bill.

Leeds, Midland, and Lincolnshire Junction
Railway.

Registered Provisionally.

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 incorporate a company or companies, and to give such company or companies power to make and maintain a main trunk railway with all proper works, stations, and other conveniences connected therewith; commencing at or upon the Midland Railway in the chapelry and township of Swinton, and parish of Wath-upon-Dearne otherwise Wath, in the West Riding of the county of York, by a junction with the same railway in the same parish; passing thence from, in, through, or into the several parishes, townships, hamlets, townlands, and extra-parochial places of Wath-upon-Dearne, otherwise Wath, Swinton, Mexborough, Denaby, Thribergh, Conisbrough, otherwise Coningsborough, Hooton-Roberts, Ravenfield, Braithwell, Bramley-cum-Grange, Bramley-Grange, Micklebring, Hellaby-cum-Stainton, Hellaby, Stainton, Hooton-Levett, Maltby, Stone, Sandbeck, Firbeck, or some or one of them, in the West Riding of the county of York, and Goldthorpe, Oldcoates, Blyth, Blyth-Spittal, Blyth-Law-Hill, Torworth, Ranskill, Barnby Moor, Barnby Moor with Bilby, Bilby, Styrrup, Hodsock, Harworth, Serlby, Hatfield otherwise Hatfield Grange, Scrooby, Sutton-cum-Lound, Sutton, Lound, Babworth, Great Morton, Little Morton, Morton Grange, Ranby, West Retford, Ordsall otherwise Ordesall otherwise Ordeshall and East Retford, or some or one of them, in the county of Nottingham, and terminating at or upon the proposed London and York Railway, by a junction with the same railway, in the said parish of East Retford.

And notice is hereby further given, that it is proposed to apply for powers in the said intended Act or Acts for the compulsory purchase of houses, lands, tenements, and hereditaments, for the purposes of such Act or Acts, and to alter, vary, or extinguish all or any rights or privileges in any manner connected with or incident to such houses, lands, tenements, and hereditaments, respectively, and to confer other rights and privileges. And also for powers to make lateral deviations from the line of the said railway, and other works, to the extent, or within the limits defined or shown in the plans hereinafter mentioned. And also to cross, divert, alter or stop up all such turnpike roads, parish and other roads and highways, streams, canals, navigable rivers, bridges, and railways, within the said parishes, townships, hamlets, townlands, 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 the said proposed railway, and other works, approaches, and conveniences, within the parishes, townships, hamlets, townlands, extra-parochial and other places aforesaid, or some of them. And also to authorize junctions with any railway or railways at the commencements or terminations, or in the line or course of the said in-

tended railway, in the said several parishes, townships, hamlets, townlands, and extra-parochial places, or some of them. And also for power to levy tolls, rates, and duties, for and in respect of the said intended railway and works respectively, and to grant such exemptions from tolls, rates, and duties, and confer such rights and privileges as to the said company shall seem meet.

And notice is hereby also given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended railway and works, together with books of reference thereto, will be deposited with the Clerk of the Peace of the West Riding of the county of York, at his office in Wakefield, in the said West Riding; and with the Clerk of the Peace of the county of Nottingham, at his office in Newark-upon-Trent, in the said county of Nottingham. 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 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 first day of November, 1845.

John Webster and *John Chambers*, Joint Solicitors.

E. B. Tattershall, Solicitor, 9, Great James Street, Bedford Row.

Witness.—*James Edward*, Clerk to *Mr. Tattershall*.

Warwickshire and London Railway.

(Hampton and Ashchurch Line.)

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 proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the London and Birmingham Railway, in the parish of Hampton-in-Arden, in the county of Warwick, and terminating by a junction with the Birmingham and Gloucester Railway, in the parish of Ashchurch, in the county of Gloucester, and passing from, in, through or into the several parishes, townships, extra-parochial and other places of Hampton-in-Arden, Diddington, Kilwalsey, Bickenhill, Middle Bickenhill, Church Bickenhill, Hill Bickenhill, Berkeswell, Barston, Balsall, Temple Balsall, Kenilworth, Honiley, Hatton, Beausale otherwise Beausall, Wedgnoek, Wedgnoek Park, Budbrook, Hampton-on-the-Hill, Warwick, Saint Mary Warwick, Saltisford Ward Warwick, Market Place Ward Warwick, Jury Street Ward Warwick, Castle Street Ward Warwick, High Street Ward Warwick, West Street Ward Warwick, Longbridge, Sherbourne, Barford, Fullbrook, Charlecote, Hampton Lucy otherwise Bishops Hampton, Alveston, Tiddington, Bridge Town, Old Stratford, Stratford-upon-Avon, Atherstone-upon-Stour, Rhyon Clifford, Millcote, Upper Millcote, Lower Millcote, Weston-upon-Avon, Little Dorsington, Welford, Bickmersh, and Bedlam

otherwise Bickmersh Lodge, or some of them, in the county of Warwick; Clifford, Clifford Chambers, Rhyon Clifford, Weston-upon-Avon, Millcote, Upper Millcote, Lower Millcote, Dorsington, Welford, Pebworth, Bickmersh, Little Dorsington, Bedlam otherwise Bickmersh Lodge, Long Marston otherwise Marston Sicca, Broad Marston, Ullington, Wington, Cow Honeyborne, Hinton-in-the-Green, Aston Somerville, Dumbleton, Didecot, Ashton-under-Hill, Grafton, Beckford, Great Washbourne, Kemerton, Ashton-upon-Carrant, Pamington, Northway, Newton, Fiddington, Natton, and Ashchurch, or some of them, in the county of Gloucester; Littleton, North Littleton, Middle Littleton, South Littleton, Poden, Church Honeybourne with Poden, Church Honeybourne, Bretforton, Bretforton Upper End, Bretforton Lower End, Offenham, Badsey Wickhamford, Aldington, Aldington Leys, Bengeworth, Saint Peter Bengeworth, Hampton, Great Hampton, Little Hampton, Sedgeberrow, Little Washbourn, Conderton, Overbury, Teddington Bredon, and Kingsham, or some of them, in the county of Worcester.

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 beforementioned, 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 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; 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 the said company or companies to be thereby incorporated, to let on lease, sell, or transfer to the London and Birmingham and Midland Railway Companies, or either of them, 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 and Midland Railway Companies, or either of them, 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 Warwick, at his office in Stratford-upon-Avon; with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; and with the Clerk of the Peace for the county of Worcester, at his office in Worcester. 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 is proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this first day of November, 1845.

<i>Thomas Heath,</i>	} Warwick, }	Solicitors.
<i>Buck and Baker,</i>		
<i>Samuel Carter,</i>		

Leeds, York, and Midland Junction 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 a Railway, with all necessary stations, sidings, works, and other conveniences connected therewith, commencing by a junction with a certain intended branch railway now in course of formation between the proposed Leeds and Bradford Railway and the North Midland otherwise the Midland Railway, at or near to a certain public highway called Jack-lane, in the township of Holbeck, in the parish of Leeds, in the West Riding of the county of York, or by an independent station at or near to a certain street in the township of Leeds, in the said parish of Leeds, called Wellington-street, and thence and in either of the said cases, to pass or be continued from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Leeds, Holbeck, Hunslet, Knostrop or Knowsthorpe, Osmondthorpe, Coldcoates, Whitkirk, Seacroft, Temple, Newsam, Halton, Austhorpe, Barwick in Elmet, Barwick, Barnbow, Potterton, Kiddal-with-Potterton, Norwick, Morwick, otherwise Morwick-with-Scholes, Scholes Manston,

Barrowby Moor Garforth, Church Garforth, West Garforth, Becca, Becca-with-Aberford, Aberford, Sturton, Grange Parlington, Lotherton-cum-Aberford, Sherburn Ryther, Lead, otherwise Lead Hall, Saxton, Saxton-with-Scarthingwell, Towton Hazelwood, Stulton, Stulton-with-Hazelwood, Hayton, Tadcaster, Tadcaster West, all in the West Riding of the county of York; Tadcaster, Tadcaster East, Oxton, Bolton Percy, Steeton, Pallathorpe, Colton, Ouston, Appleton Roebuck, all in the county of the city of York, the ainsty of the same city, the West Riding of the county of York, the North Riding of the county of York, or one of them; and terminating by a junction with the York and North Midland Railway, north eastward of a certain bridge called Colton Bridge, in the said township of Colton and parish of Bolton Percy, or otherwise to be continued and pass over the said last-mentioned railway in the said last-mentioned township, and thence to pass through or into the several parishes, townships, townlands, and extra-parochial places following, or some of them, that is to say, Bolton Percy, Colton Appleton, Roebuck Saint Mary, Bishophill Junior otherwise Saint Mary Bishophill Junior-with-Upper Poppleton and Copmanthorpe, Copmanthorpe and Acaster Malbis, all in the said county of the city of York and the ainsty of the same city, the West Riding of the county of York, the North Riding of the county of York, or one of them. And to terminate by a junction with a certain proposed railway to be called the "London and York Railway," in the said township and parish of Acaster Malbis, at or near to a certain public highway there called Temple-lane. And also to make and maintain a branch railway from and out of the said intended railway, with all proper stations, bridges, approaches, works, and conveniences, to commence at or near to a certain private tramway or railway called Brandling's Waggonway, in the said township of Hunslet, in the said parish of Leeds, and to terminate by a junction with the line of a certain proposed railway to be called the "Leeds and Dewsbury and Manchester Railway," at or near to the boundary between the townships of Morley and Churwell, in the parish of Batley, in the said West Riding of the county of York; and which intended branch railway and works will pass or be made from, in, through, or into the several parishes, townships, townlands, and extra-parochial places following, or some of them, viz., Leeds, Hunslet, Holbeck, Beeston, Churwell, Morley, and Batley, all in the said West Riding of the county of York; also to make and maintain a branch railway or curve of communication, to commence by a junction with the said intended main line of railway; at or near to the intersection of Jack-lane and Glass House-street, in the said township of Hunslet, in the said parish of Leeds, and to terminate by a junction with the said North Midland Railway otherwise the Midland Railway, at or near to the third bridge from the station of the said railway at Leeds; and which said branch railway or curve of communication will be wholly within the said township of Hunslet and the said parish of Leeds;

Also to make and maintain a branch railway, or

curve of communication, to commence by a junction with the said intended main line of railway, at or near to certain public baths, called The Waterloo Swimming Baths, in the said township and parish of Leeds, and to terminate by a junction with the main line of a certain intended railway, to be called the Leeds and Bradford Railway, in the said township and parish of Leeds, and which said branch railway, or curve of communication, will be wholly within the said township and parish of Leeds;

Also to make and maintain a branch railway, or curve of communication, to commence by a junction with the said intended main line of railway, at or near to the town of Tadcaster, in the said township of Tadcaster, otherwise Tadcaster West, in the said parish of Tadcaster, and to terminate by a junction with a certain intended railway, to be called The Church Fenton and Harrogate Railway, at or near to the Tadcaster and Halton Dial Turnpike Road, in the said township and parish, and which said intended branch railway, or curve of communication, will be wholly within the said township and parish.

And notice is hereby further given, that it is intended by the said Act or Acts, to take powers to cross, alter, divert, discontinue, or stop up all highways, roads, tramroads, paths, passages, rivers, canals, brooks, and streams, sewers, waters, and watercourses, within the said several parishes, parochial chapelties, townships, townlands, and extra-parochial places, and other places aforesaid, or such of them as it may be necessary to cross, alter, divert, discontinue, or stop up for the purposes of the said railway or railways, branches, stations, constructions, and works, or any part thereof respectively, and particularly to stop up so much of a certain public carriage road, or bridle road, leading from Barnbow to Aberford, as lies within the said township of Parlington and parish of Aberford, in the said West Riding of the county of York; and also to take power to deviate from the lines of the said railway and branches to the extent shewn upon the plans and sections thereof respectively.

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 carrying into effect the proposed works, and also to take and obtain powers for the compulsory purchase of lands, tenements, and hereditaments, proposed to be taken for the purposes aforesaid; and to extinguish all rights, powers, privileges, and exemptions connected with or appurtenant to the said lands, tenements, and hereditaments; and also to take power to levy tolls, rates, or duties upon or in respect of the said railways, or railway branches and works, and to confer, vary, or extinguish, any exemptions from payment of such tolls, rates, or duties, and other rights and privileges: And it is further intended by the said Act or Acts, to take power or powers, to authorize the sale or lease of the said intended railways, or railway branches and works hereinbefore fully described, to any railway company now or hereafter existing, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act or Acts in connexion there-

with, and to enter into all such other arrangements as may be deemed expedient.

And notice is hereby further given, that application will be made for powers, by and with the consent of the York and North Midland Railway Company, to alter and vary the levels of a certain railway called The Leeds and Selby Railway, by lowering the same within the several townships, parishes, or places following, or some of them (that is to say), Leeds, Knosthorpe, Osmondthorpe, Barwick in Elmet, Whitkirk, Seacroft, Temple, Newsam, Halton, Barwick, Manston, Austhorpe, Barnbow, Scholes, Barrowby, Moor Garforth, Church Garforth, and West Garforth, and with or without the like consent, and subject only to such regulations as the Board of Trade may appoint to use, and with engines, waggons, trucks, or other carriages, with or without passengers, minerals, or merchandise, to run over and pass along the line of the said railway within the townships, parishes, and places aforesaid, as also over such portion of the line of the said York and North Midland Railway, or the said London and York Railway (as the case may be), as may lie between the point at which the said intended line will join the same, and the railway station now formed, or which may hereafter be formed within the city of York, as well as over such portion of the said North Midland otherwise the Midland Railway, and the said Leeds and Bradford Railway, and the said branch thereof as may lie between the point or points where the said intended railway will join the same, and any railway station now formed, or which may hereafter be formed in connection therewith within the borough of Leeds, on the payment of such tolls and duties to the said York and North Midland Railway Company, Leeds and Bradford Railway Company, Midland Railway Company, and London and York Railway Company, as the said intended Act shall prescribe; and for which purpose notice is hereby also given that application is intended to be made by the said Act to reduce or otherwise alter, vary, and amend, or regulate the rates, tolls, and duties now payable and chargeable by the said York and North Midland Railway Company, Midland Railway Company, and Leeds and Bradford Railway Company, or which may hereafter become payable to the said London and York Railway Company, so far as the same may affect any engines, waggons, trucks, or other carriages which may pass with or without passengers, minerals, or merchandise, from or to the said intended railway over the portions above described of the said several railways, or any of them, and for all and every the several purposes aforesaid, to repeal, alter, or vary, extend or enlarge the powers and provisions of all and every the several Acts of Parliament constituting, empowering, or regulating the said North Midland Railway Company, Midland Railway Company, and the said Leeds and Bradford Railway Company, or any of them.

And notice is hereby further given, that application will be made in the said intended Act for powers and authorities for the company thereby intended to be incorporated to sell, or let on lease, or otherwise, the said intended railway, or the

rents, tolls, or profits thereof, to the Midland Railway Company, the Leeds and Bradford Railway Company, the Leeds and North Midland Railway, the Leeds and Dewsbury Railway Company, the London and York Railway Company, or any one or more of them, and to authorize any one or more of the said companies to purchase, or take on lease, or otherwise, or to execute and carry out the said intended railway, and branch railways, or any part or parts thereof.

And notice is hereby further given, that duplicate plans and sections describing the lines, levels, and situations of the said intended railway branches 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 the books of reference thereto 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, with the clerk of the peace and town clerk for the borough of Leeds, in the said county of York, at his office in Leeds, in the said county of York, with the clerk of the peace for the West Riding of the county of York, at his office at Wakefield, in the said West Riding, with the clerk of the peace for the North Riding of the county of York, at his office at Northallerton, in the North Riding aforesaid, and with the clerk of the peace and town clerk of the city and county of the city of York, at his office at 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 railway or railways, branches or works, or any part thereof, is or are intended to be made or maintained, will be deposited for public inspection with the parish clerk of each of such several parishes.

Dated this seventh day of November, 1845.

Terry and Watson, Bradford; Ben Cariss, Leeds; Thomas Hodgson, York, Solicitors for the Bill.

Gregory Faulkner, Gregory and Skirrow, 1, Bedford Row, London Parliamentary Agents.

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 by a junction with the London and South Western Railway near the Weybridge station in the parish of Weybridge, in the county of Surrey; and terminating at or near the Surrey side of Staines Bridge, in the parish of Egham, in the said county of Surrey; 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 Weybridge, Woodham, Chertsey, Egham, and Thorpe, 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 water-courses, 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, which will commence at, and proceed from, the London and South Western Railway, in the parish of Woking, in the county of Surrey, at or near the point where the same railway crosses the public highway from Bagshot to Guildford, numbered 38, in the same parish, on the deposited plans of the original line of the said London and South Western Railway; or will commence at, and proceed from, the Guildford Junction Railway, in the parish of Stoke next Guildford, in the said county of Surrey, at or near Poyle Heath, numbered 30, in the said parish, on the deposited plan of the said Guildford Junction Railway, and in either of the said cases will terminate in the parish of Alton, in the county of Southampton, in or near a field belonging, or reputed to belong, to Henry Hall, Esquire, and occupied by Mr. Robert Madgwick, abutting on the public road leading from Alton aforesaid to East and West Worldham, in the same county. 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 Woking, Sutton, Pray Heath, Mayford, Kingfield otherwise Kenville, Goldsworth otherwise Goldings, and Knaphill, Saint Nicholas within and without the borough of Guildford, Artington otherwise Ertingdon, Stoke next Guildford, Compton, Worplesdon, Perryhill, Burgham otherwise Burpham, Wanborough otherwise Wanborow, Puttenham, Seale otherwise Seal, Tongham otherwise Twangham, Ash otherwise Ashe, Ash Tything, Normandy, Wick otherwise Weeke, Frimley, Aldershot, Farnham, Wrecclesham, Runfold otherwise Runvall, Badshot, Runweek, Dogflud, Tilford, Woking, Pirbright, Frensham, Farnham, Dockenfield, and Waverley, or some or one of them, in the said county of Surrey; Farnborough, Aldershot, Binsted otherwise Binstead, Binsted Kings, Binstead Popham, French Hay otherwise Frenchmen's Hay, Isington, South Hay, Weeke, Westcott, Wheatley,

Alice Holt Forest, Mill Court, Dockenfield, Tything, Bentley, Coldrey otherwise King's Coldrey, Froyle, Neatham, Holybourn otherwise Holybourne, Holybourn Eastbrooke, Holybourn Westbrooke, Alton, Alton Eastbrooke, Alton Westbrooke, Anstey, Willhall, Thyding otherwise Thedden, East Worldham, West Worldham, Hartley Maudit, Crondall, and Waverley, or some or one of them, in the said county of Hants.

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 30th day of November, 1845, with the Clerk of the Peace for the said county of Surrey, at his office in North-street, Lambeth, in the same county; and with the Clerk of the Peace for the said county of 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 31st day of December next, with the parish clerk of each such parish, at his respective place of abode,

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

Rugby, Derby, and Manchester Railway.
Macclesfield to Derby.

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 and necessary works and conveniences connected therewith, to commence at or near the town of Macclesfield, in the county palatine of Chester, by a junction with the line of the Macclesfield branch of the Manchester and Birmingham Rail-

way, at a point of intersection with the same railway in the township of Titherinton otherwise Tytherinton, in the parish of Prestbury, in the said county of Chester, or at or near the Cockshot station of the same branch railway, in the township and borough of Macclesfield, in the parish of Prestbury, in the said county of Chester, and to terminate by a junction with that part of the line of the Midland Railway now or lately called the North Midland Railway, situate at or near Derby, in the parish of Saint Alkmund Derby, in the said county of Derby, 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, Prestbury, Titherington otherwise Tytherington, Fallibroome otherwise Fallybroome, Hurdsfield, Upton, Macclesfield, Sutton otherwise Higher Sutton, Gawsworth, Wincle otherwise Winkle, North Rode, Bosley and Lea otherwise Lea Bosley, Bordesley and Bosley otherwise Boseley, Newton, Butley-cum-Newton, Butley, Mottram Andrew otherwise Mottram Saint Andrew, High Lane, Congleton, Smallwood, Dane-en-Shaw, Newbold, Newport, Moreton, Moreton-cum-Alcumlow, Astbury, Bug Lawton otherwise Lawton, Big Fenton, or some of them, in the county of Chester; Biddulph, Lymford, Tittesworth otherwise Tittisworth, Sury and Meerbrook, Meerbrook, Rushton, Middle Rushton, Rushton Marsh, Rushton James, Rushton Spencer, Heaton, Cloudwood, Horton and Horton Hay, Horton, Blackwood, Crowborough, Stanley, Endon, Hencote, Rudyard and Caudery, Rudyard otherwise Rudyard, Leek Frith, Longsden otherwise Longsdon, Longdon, Westwood, Lowe otherwise Leek Lowe, Leek and Lowe, Saint Luke's Leek, Leek, Bradnop, Morridge and Foxt, Foxt, Ipstones, Onecote otherwise Onecoat, Grindon, Cofton, Alton otherwise Alverton, Caldron otherwise Caudon, Winkhill, Waterhouses, Waterfall, Calton, Great Yate, Croxden, Musden otherwise Musden Grange, Throwley, Castern, Ilam, Swinscoe, Blore, Woodhouses, Okeover, Mayfield otherwise Mathfield, Butterton, or some of them, in the county of Stafford; Broadlow Ash, Tissington, Alsop en le Dale, Eaton and Alsop, Thorpe, Fenny Bentley, Mappleton, Mayfield otherwise Mathfield, Offcoat and Underwood, Ashbourne, Clifton and Compton, Compton, Clifton, Sturston, Yeldersley, Osmaston near Ashbourne, Bradley, Hulland Ward Intacks, Hulland Ward, Hulland, Calton, Butterton, Rodsley, Hungry Bentley, Hollington, Alkmonston, Longford, Edlaston with Wyaston, Wyaston, Edlaston, Stydd, Yeaveley, Shirley, Ednaston, Brailsford, Mercaston, Mugginton, Meynell Langley, Kirk Langley, Kedleston, Quarndon otherwise Quarne, Markeaton, Mackworth, Radbourne, Littleover, Mickleover, Allestrey otherwise Allestree, Little Chester, Little Eaton, Breadsall, Chaddesden, Darley Abbey otherwise Little Darley, Darley near Derby, Saint Michael Derby, Saint Alkmund Derby, All Saints Derby, Saint Werburgh Derby, Saint Peter Derby, Litchurch, Derby, or some of them, in the county of Derby.

And notice is hereby further given, that duplicate maps, or plans and sections, describing the lines or

situation and levels of the said intended railway and works respectively, and 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 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 Chester, in the same county of Chester; with the Clerk of the Peace for the county of Stafford, at his office in Stafford, in the same county of Stafford; with the Clerk of the Peace for the county of Derby, at his office in Chesterfield, in the same county of Derby. And that a copy of so much of the said maps and plans and sections as relates to each of the parishes in, from, through, or into which the said intended railway, and other works connected therewith respectively, are intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of such parishes respectively, at their respective places of abode.

And notice is hereby further given, that powers are intended to be taken in and by the said Act or Acts to deviate in the construction of the said proposed railway, and works connected therewith respectively, to such extent as will be shown or defined in the said maps or plans, and to adopt, use, cross, divert, alter, or stop up, either permanently or temporarily, all such turnpike roads, parish roads, highways and other roads, railways, passages, canals, navigations, rivers, streams, brooks, and water courses within the several parishes, townships and extra-parochial and other places aforesaid, as it may be necessary to adopt, use, cross, divert, alter, or stop up for the purposes of constructing the said proposed railway and works connected therewith respectively.

And notice is hereby further given, that it is intended in and by the said Act or Acts to incorporate a company for the purpose of carrying into effect the said undertaking, or some part thereof, with full power to purchase and take lands, houses, tenements and hereditaments, by compulsion or agreement, for the purposes aforesaid; and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments, and for levying of tolls, rates, and duties, for and in respect of the use of the said proposed railway, and works connected therewith respectively, and to grant certain exceptions from such tolls, rates, and duties.

And it is also proposed, by the said Act or Acts, to empower the said company or companies to be thereby incorporated, to purchase, or rent on lease, any existing railway or railways, or any part or parts thereof, and to let or lease, sell or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to any other railway company or companies, or persons with whose line the said intended railway and works may unite, 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 Act or Acts, 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 to or for or towards the making, maintaining, working, and using 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, or to guarantee to the said company to be incorporated by the said Act or Acts, such rent or profits upon their outlay as may be agreed upon, and also to enable all or any of the said companies, or other persons hereinbefore referred to, to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, with the company intended to be incorporated as aforesaid, or with any other parties in relation to the said intended railway, or any part thereof, and for conducting and carrying on the traffic upon the said intended railway, and upon other railways connected therewith, and the apportionment of the tolls, rates, and fares thereof respectively, as may be deemed expedient.

Dated this eighth day of November, 1845.

Humphrys, Keightley, and Parkin, Solicitors, 43, Chancery-lane, London.

T. G. Brewer, Solicitor, 13, Grays'-Inn Square, London.

Great Western and Falmouth Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for making and maintaining a railway or railways, with all proper stations, bridges, piers, wharfs, communications and works connected therewith, to commence at or near the town of Crediton, in the county of Devon, either by a junction with a certain railway called the Exeter and Crediton Railway, or with any other railway, or at an independent station, and to terminate on the shore or beach at, or near a certain place called Green Bank, in the parish of Budock near Falmouth, in the county of Cornwall, which said railway will pass from, in, through, or into, the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Crediton, Colebrooke, Clanaborough, Bow or Nymet Tracey, Broad Nymet, North Tawton, Sampford Courtenay, Oakhampton, Ashbury, Exbourne, Jacobstowe, Inwardleigh, Hatherleigh, Northlew, Beaworthy, Germans Week, Halwell, Ashwater, Saint Giles in the Heath, Virginstowe, Broadwoodwidge, Lifton, Werrington in the county of Devon, and Saint Stephens by Launceston, Launceston, Town and Borough of Launceston, Werrington, Saint Thomas, Newport, Trewen, Saint Mary Magdalene, South Petherwin, Lewannick, North Hill, Saint Cleer, Saint Neot, Warleggan, Alternun, Blisland, Cardinham, Temple, Bodmin, Town and Borough of Bodmin, Lanhydrock, Lanivet, Luxulian, Withiel, Roche, Saint Dennis, Saint Columb Major, Saint Enoder, Saint Stephens in Branwell, Ladock, Probus, Saint Erme, Saint Clement, Saint Mary, Perranzabulo, Saint Allen, Kenwyn, Truro, Town and Borough of Truro, Kea, Feock, Perran-Ar-

worthal, Gwennap, Stithians, Mylor, Mabe, Gluvias or Saint Gluvias, Penryn, Town and Borough of Penryn, Budock, Falmouth, Town and Borough of Falmouth; and across, along, or through a certain creek or arm of the sea called Turnpike Creek, being a branch of Penryn Creek, in the harbour of Falmouth, and across, along, or through another certain part of Penryn Creek aforesaid, near the said place, called Green Bank, aforesaid, in the county of Cornwall. And also for making and maintaining a Branch Railway, with all proper piers, wharfs, approaches, and other works and conveniences from and out of the said intended railway, to commence at or near the town of Bodmin, in the county of Cornwall, and to terminate at or near to Buckland Monachorum, or at or near the town and borough of Plymouth, in the county of Devon, either by a junction with any other line of railway, or at an independent station; and which said branch railway 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: Lanivet, Helland, Bodmin, Lostwithiel, Lanhydrock, Cardinham, Temple, Boconnock, Broadoak, Warleggan, Saint Neot, Saint Pinnock, Saint Keyne, Saint Cleer, Liskeard, Duloe, Menhenniott, Quethiock, Saint German's, Saint Ive; South Hill, Callington, Landrake, Stoke Climsland, Linkinhorne, South Hill, Calstock, Saint Dominic, Saint Mellion, Pillaton, Saint Stephen's by Saltash, Landulph, and Botus Fleming, in the county of Cornwall; Budeaux otherwise Saint Budeaux, Beer Ferris, Tamerton Folliott, Beer Alston, Buckland Monachorum, Meavy, Weston Peverell, Shaugh Prior, Egg Buckland, Bickleigh, Stoke Damerell, Plympton Saint Mary, Penny Cross, East Stonehouse, Saint Andrew, and Charles, in the county of Devon.

And it is intended to apply for powers in 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 or referred to; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, creeks, arms or branches of the sea, navigations, aqueducts, sewers and pipes, railways and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or any or either of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works, and particularly to stop or fill up so much of the said creek or arm of the sea, called Turnpike Creek, aforesaid, as lies on the south-western side of the proposed railway, where the said railway will cross the same.

And notice is hereby further given, that it is intended by the said Act or Acts to incorporate a company for the purpose of carrying into effect the proposed railway, branch railway, and works, and to obtain powers for the compulsory purchase of lands, houses, and other hereditaments, and to vary or extinguish all rights or privileges in any manner connected with the lands, houses, rivers, streams, or hereditaments proposed to be taken or interfered with for the purposes aforesaid; and also powers to

levy tolls, rates, or duties upon or in respect of the said intended railway, branch 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 notice is hereby further given, that it is intended to take powers for leasing or selling the said railway, branch railway, and works, or any part thereof, with all or any of the powers of the said intended company, and in reference thereto, to any other company upon such terms and conditions as may be mutually agreed on.

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 of Devon, at his office at Exeter, and with the Clerk of the Peace for the county of Cornwall, at his office at Saint Austell, on or before the thirtieth day of November instant, and, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each of the aforesaid parishes respectively, in or through which the said railway, branch railway, and works, are intended to be made or varied, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this eighth day of November, 1845.

*Keddell, Baker, and Grant, 34, Lime-street
London,*

*Thomas Harvey, 68, Old Broad-street,
London,*

*John Stogdon, Exeter,
Solicitors for the Bill.*

Bristol and Birmingham Railway.
(Gloucester and Stonehouse Line.)

NOTICE is hereby given that application is intended to be made to Parliament in the next session for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tram-road from or near the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester;" and also of an Act passed in the fourth year of the reign of His late Majesty King William the Fourth, intituled "An Act to alter, amend, and enlarge the powers 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 tram-road from or near the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester;'" and also of an Act passed in the third year of the reign of Her present Majesty Queen Victoria, intituled "An Act for altering and extending the line of the Bristol and Gloucester Railway, and for amending the Acts relating thereto;" and also of an Act passed in the

fifth year of the reign of Her present Majesty, intituled "An Act for granting further powers to the Bristol and Gloucester Railway Company;" and also of an Act passed in the sixth and seventh years of the reign of Her present Majesty, intituled "An Act for amending the Acts relating to the Bristol and Gloucester Railway, and for making a branch railway out of the same;" in which Act or Acts it is intended to apply for powers to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the Bristol and Gloucester Railway, in the parish of Stonehouse, in the county of Gloucester, and terminating at or near the station of the Birmingham and Gloucester Railway, in the parish of Saint Catherine, in the county of Gloucester, and in the city of Gloucester and county of the same city, or one of them, and passing from, through, or into the several parishes, townships, and extra-parochial and other places of Frampton-upon-Severn, Nastend, Westend, Nupend, Alkerton, Eastington, Stonehouse, Randwick, Wheatenhurst otherwise Whitminster, Coldthrop, Putloe, Oxlinch, Standish, Morton Valence, Upper Division of Morton Valence, Lower Division of Morton Valence, Harescomb, Haresfield, Parkend, Hardwick, Brookthrop otherwise Brokthrop, Whaddon, Quedgeley, Saint Mary de Lode, Tuffley otherwise Tuffleigh, Hempstead, Matson, Upton Saint Leonards, Littleworth, South Hamlet, Kingsholm Saint Catherine, Kingsholm Saint Mary, Longford Saint Catherine, Longford Saint Mary, Barton Saint Michael, Barton Saint Mary, North Hamlet, Wotton Saint Mary, Vill of Wotton, Barnwood, or some of them, in the county of Gloucester; Saint Catherine otherwise Saint Oswald, Saint Mary de Lode, Wotton Saint Mary, Wotton Saint Catherine, Vill of Wotton, Wotton, Longford Saint Catherine, Longford Saint Mary, Barton Saint Mary, College Precincts, Kingsholm Saint Mary, Kingsholm Saint Catherine, Holy Trinity, North Hamlet, Saint Mary de Crypt, All Saints, All Hallows, Saint Owen, Saint John the Baptist, Saint Aldate, Saint Michael, Saint Mary de Grace, Barton Saint Michael, South Hamlet, Hamlet of Littleworth, Saint Nicholas, Town Ham, Pool Meadow, Saint Luke, Saint James, or some of them, in the city of Gloucester, and county of the same city.

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

And notice is hereby also given that it is intended in the said Act or Acts to apply for powers for the compulsory purchase of lands and houses, and other hereditaments, and for powers to levy tolls, rates or 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 rights and privileges in any manner connected with the lands, houses, and hereditaments proposed to be taken for the purposes of the said proposed works, or otherwise impeding the execution of the powers to be conferred by the said Act or Acts, and to confer, vary, or extinguish, exemptions from the payment of the tolls, rates and duties, and other rights and privileges.

And it is proposed by the said intended Act or Acts either to incorporate a company, with powers to make and maintain the said intended railway and works, and to exercise the powers of the said Act or Acts, or to enable the Bristol and Gloucester Railway Company, or the Midland Railway Company, to make and maintain, use and exercise, or join in making and maintaining, using and exercising, the same railway and works and powers, and to provide the necessary funds for that purpose.

And notice is hereby also given, that plans of the said proposed works, and also duplicates of such plans, and also sections and duplicates thereof, together with books of reference containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the said several works are to be made, maintained, varied, extended, or enlarged, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester, and with the Clerk of the Peace for the city of Gloucester and county of the same city, at his office in the said city, on or before the thirtieth day of November, eighteen hundred and forty-five; and on or before the thirty-first day of December, eighteen hundred and forty-five, a copy of so much of the said plans and sections as relate to each parish in or through which the said works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated this first day of November, 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the 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, roads, approaches, and conveniences connected therewith, to commence in the parish of Crewe, in the county of Chester, by a junction with the Grand Junction Railway, at or near the Crewe Station of the said railway, and to terminate at or near to a certain place called the Portland Wharf, near White Bear lane, in the parish of Mansfield, in the county of Nottingham, and which said railway or railways 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), Wistaston Barthomley Crewe Haslington Alsager all or some of them in the county of Chester; Balterley Betley Barthomley Andley Bignal-end Eardley-end Mill-end Halmer-end Knowl-end Park-end Talk-o'the-Hill or Talk-on-the-Hill Shaley Brook Keel or Keele Silver Dale Wolstanton Brieryhurst or Brerehurst Chatterley Great Chell Little Chell Chesterton Knutton Oldcote Ranscliff or Rainscliff Stadmorslow Thursfield Tunstall Wedgwood Sandyford Greenfield Kidsgrove Wainlee Harriseahead Molecop Dales Green Golden Hill Newchapel Newcastle-under-Lyne or Newcastle-under-Lyme Knutton Norton-on-the-Moors Bemersley Ford Green Norton Green Small Thorn Milton Whitfield Ville Burslem Hulton Abbey Rushton Grange Sneyd Dale Hill Longport Corbridge Shelton Abbey Hulton Sneyd Green Stoke or Stoke-upon-Trent Boothan Tunstall Botteslow Clayton Fenton-Culvert or Great Fenton Fenton-Vivian or Little Fenton Hanley Lane End Longton Penk-hull Seabridge Shelton Lane Delph Bucknall-cum-Bagnall Northwood Etruria Corbridge Bagnall Leek Bradnop Endon Heaton Leek Frith Leek and Lowe Longsdon One Cote Rushton James Rush-ton Spencer Stanley Tillesworth Rudyard Meerbrook Boundary Lands Rushton Cheddleton Basford Cunsall Rownall Cellarhead Weston Coyney Hulme or Holme Werington-Bank Caverswall Ad-derley Green Wherrington Kingsley Whiston Whis-ton Eaves Oakamoor Dilhorue or Dilhorn Forsbrook Blakeley-Bank Stansmoor Haywood Leigh Draycott or Draycott in the Moors Totmanslow Creswell Fulford Saverley Green Leeshouses New-ton Upper Leigh Fole Checkley Beamhurst Hol-lington Dove Street Cheadle above Park Cheadle Grange Cheadle Mill Brookistone and Huntley Oak-amoor Upper Tean Lower Tean Heybridge Farley Whiston Kingsley Croxton or Croxden with Great Yate or Great Gate Calton Musden Grange Mayfield Waterfall Bradley or Bradley in the Moors Alton or Alveton Upper Cotton Lower Cotton Denston Farley Gig Crumpwood Quickshill or Quixhill El-lastone or Ellaston Calwich Prestwood Ramshorn Stanton Wetton Mayfield or Mathfield Church Mayfield or Church Mathfield Middle Mayfield or Middle Mathfield Butterton Calton Mayfield Wood-houses Blore Upper Mayfield or Upper Mathfield Lower Mayfield or Lower Mathfield Oak over in the county of Stafford Blackwell Newton Hilcote South Normanton Pinxton Over Birchwood Al-freton Nether Birchwood Pye Bridge Riddings Summercotes Swanwick Greenhill Lane Codnor Park Codnor Loscoe Pentridge Waingroves Knout-sall Hall Butterley Park Ripley Heage South Wing-field Crich Fritchley Denby Horsley Horsley Woodhouse Kilbourn Morley Holbrook Duffield Makeney Milford Belper Alderwasley Worksworth or Wirksworth Ashleyhay Shottle-with-Postern Hazlewood Chevinside Chevin Ward Western-under-Wood Farnap Muggington Windley Turn-ditch Ideridgehay Aulton or Alton Wallstone Kirk Ireton Blackwall Ireton Wood Biggin Over Biggin Nether Biggin Hopton Hognaston Hulland Hul-land Ward Gate Shugton Ravendale Park Mercas-ton Callow Ashborné or Ashbourne Hulland Ward-

Intakes Heanor Aldercar Brinsley Westwood Bagthorpe Underwood Burley Atlow Bradley Brailsford Ednaston Shirley Yeldersley or Yeldersley Osmaston next Ashbourne Sturston Kniveton Offcote Underwood Edlaston Clifton Compton Mappleton Snelston Norbury Yeaveley Marston Montgomery Stydde in the county of Derby Mansfield Skegby Sutton-in-Ashfield Hucknall-under-Huthwaite Fulwood Farm Kirby-in-Ashfield Kirby Woodhouse Annesley Annesley Woodhouse Selston Bagthorpe Westwood Underwood Pinxton in the county of Nottingham. Also to make and maintain a branch railway with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences from and out of the said intended railway from Crewe to Mansfield, to commence in the parish of Norbury, in the county of Derby, at or near the junction of the road from Ellaston to Norbury, and from Norbury to Royston, and to terminate by a junction with the intended Trent Valley Railway, in the parish of Baswick or Berkswich in the county of Stafford, at or near Milford, or by an independent terminus there; which said branch railway, and the works connected therewith, will be made in, or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say), Rocester Combridge Stubwood Quickshill or Quixhill Denstone Rocester Green Uttoxeter Uttoxeter Proper Crackmarsh Stramshall-with-Creighton Loxley Uttoxeter Woodlands Woodgate Little Bramshall Spath Bramshall or Bromshall Dugdale Kingstone Blithe Bridge Caverswall Loxley Upper Loxley Lower Loxley Leeshill Gratwich Stowe Amerton Drinton Grindley Great Haywood Little Haywood Hixon Ingestre Colwich Bishton Fradswell Moreton Shugborough Wolseley Swansmoor Blithfield Mount Priory Wychdon Chartley Chartley Holme Newton Tixall Baswick or Berkswich Branscott Saint Thomas Kingston Hopton Saint Mary and Saint Chad Hopton and Colton Marston Palf and Enson Tillington Whitgreave Worston Cresswell in the county of Stafford Marston Montgomery Wardley Eaton Dovedale Somershall Herbert Dovedale in the county of Derby. Also another branch railway with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences from and out of the said intended railway from Crewe to Mansfield, to commence in the parish of Norbury, in the county of Derby, at or near the junction of the road from Ellaston to Norbury, and from Norbury to Roston, and to terminate by a junction with the intended Churnet Valley Railway, at or near Ware, in the parish of Alton or Alveton, in the county of Stafford, or by an independent terminus there; which said branch railway, and the works connected therewith, will be made or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them (that is to say) Ellaston Prestwood Quixhill Denston Rocester Alton or Alveton in the county of Stafford. Also another branch railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, com-

munications, roads, approaches, and conveniences from and out of the said intended railway from Crewe to Mansfield, to commence by a junction with the main line at or near the Meadows in the parish or township of Duffield, in the county of Derby, and to terminate by a junction with the Midland Railways in the parish of Duffield, in the said county of Derby, at or near the Duffield Station, which said last described branch railway, and the works connected therewith, will be made in, or pass from, through, or into the several parishes, townships, extra-parochial and other places following, or some of them, (that is to say), Turnditch Belper Muggington Kedleston Duffield Quarndon in the county of Derby; and it is intended to apply for powers in the said Bill or Bills 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, streets, streams, sewers, canals, navigations, railways or tram-roads within the said parishes, townships, and extra-parochial or other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway or railways, branches, and works; and that it is intended, if deemed advisable, to limit the said application to Parliament to any portion of the lines of railway and branches above-mentioned.

And notice is hereby also given, that it is intended to take powers in the said Bill to enable the company or companies to be thereby incorporated, to enter into and carry into effect and confirm such arrangements and agreements as may have been, or may hereafter be agreed upon, for the purchase, or sale, or leasing of the Mansfield and Pinxton Railway, or any part thereof, or any rights and interests in the same, or for making alterations in the line of the said railway for the purposes of the said undertaking, or for the regulation and management of the traffic along the line thereof, within the parishes, townships, and extra-parochial places of Mansfield Sutton-in-Ashfield Kirby-in-Ashfield Selston Pinxton Bagthorpe Underwood and Westwood, in the said county of Nottingham, and of Pinxton in the said county of Derby, and to abandon and relinquish such parts of the said last-mentioned railway as may be necessary in consequence of such alterations, and for the transfer of all or any of the powers of the said Mansfield and Pinxton Railway Company in connexion therewith, or to consolidate the said Mansfield and Pinxton Railway Company with the company or companies so to be incorporated as aforesaid; or to enable the said Mansfield and Pinxton Railway Company to make such alterations in the said railway or tram-road within the said parishes, townships, and extra-parochial places aforesaid, or some or one of them to connect the same with the said intended railway, and for adapting the said railway or tram-road to the several purposes of both or either of the said companies. And for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of the Act passed in the fifty-seventh year of the reign

of his late Majesty King George the Third, intituled "An Act for making and maintaining a Railway or Tram-road from Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham, to communicate with the Cromford Canal, at Pinxton Basin, in the parish of Pinxton, in the county of Derby." And notice is hereby further given, that duplicate plans and sections of the said works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Chester, at his office in the city of Chester aforesaid; with the Clerk of the Peace for the county of Stafford, at his office in the borough of Stafford aforesaid; with the Clerk of the Peace for the county of Derby, at his office at Chesterfield; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent, 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 works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode. And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a company or companies for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid, and also to levy tolls, rates, or duties upon or in respect of the said railway or railways, branches and works, and to alter existing tolls, rates, or duties on the said Mansfield and Pinxton 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 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 railway or railways, branches and works, or any part of the same, or the tolls thereof, to the intended Boston, Newark, and Sheffield Railway Company, or any other railway company or companies with whose line the said intended railway or railways, branches and works, may unite; and to delegate to the said Boston, Newark, and Sheffield 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 Boston, Newark, and Sheffield Railway Company, or such other company or companies 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 or railways, branches and works, or any part thereof, or to purchase, rent, work, or construct the said intended railway or railways, branches and works, or any part of the same, and to take tolls and duties upon or in respect thereof, or to guarantee to the company to be incorporated by the said intended Bill or

Bills such interest or profit upon their outlay as may be agreed upon, and to raise money for the several purposes aforesaid, or any of them. And it is further proposed by the said Bill or Bills to authorize the 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 to be formed by such union or amalgamation to use and work the said railway or railways, branches and works, and to take tolls upon or in respect thereof.

Dated this fourth day of November, 1845.

Parsons, Benn, and Parsons, } Joint-Solicitors.
G. and T. Walkden, Mansfield, }

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 some of the powers and provisions of an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from Lynn to Ely, with branches therefrom," and to give to the Lynn and Ely Railway Company power to construct a railway from the said Lynn and Ely Railway, with all proper works, stations, and other conveniences connected therewith, commencing in the parish of Wisbech Saint Peter in the borough of Wisbech, in the Isle of Ely and county of Cambridge, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Wisbech Saint Peter in the borough of Wisbech aforesaid, Wisbech Saint Mary, Leverington, Leverington Saint Leonard, Gorfield Green, Parson Drove, Leverington Parson Drove, Newton and Tydd Saint Giles, or some of them, in the said Isle of Ely, Tydd Saint Mary, Sutton Saint James, Sutton Saint Edmunds, Sutton Saint Marys, Long Sutton, Gedney, Gedney Hill Chapel, Gedney Fen, Fleet, Holbeach, Whaplode, Whaplode Saint Catherine, Whaplode Drove Chapel, Whaplode Fen, Moulton, Moulton Chapel, Cowbit, Weston, Weston Hill, Pinchbeck, and Spalding, or some of them, in the parts of Holland in the county of Lincoln, and terminating in the said parish of Spalding, in the parts of Holland in the county of Lincoln aforesaid; 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 to Spalding, in the said parish of Moulton otherwise Moulton Chapel, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Moulton, Moulton Chapel, Whaplode, Whaplode Saint Catherine, Whaplode Drove Chapel, Whaplode Fen, Fleet, and Holbeach, or some of them, in the parts of Holland in the county of Lincoln aforesaid, and terminating in the said parish of Holbeach, in the parts of Holland in the county of Lincoln 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 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 any railway that may be united to or joined with such railway or branch railway. 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 the land proposed to be taken for the purposes of such railway and branch railway, or either of them, 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 said Isle of Ely, at Wisbech, and at the office of the Clerk of the Peace for the parts of Holland in the said county of Lincoln, at Spalding; 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 fifth day of November, 1845.

Goodwin, Partridge, and Williams, King's Lynn; and Rooper, Birch, and Ingram, Lincoln's-inu Fields, London, Joint 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 to alter, amend, and enlarge some of the powers and provisions of an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a railway from Lynn to Ely, with branches therefrom," and to give to the Lynn and Ely Railway Company power to construct a railway from the said Lynn and Ely Railway, with all the proper works, stations, and other conveniences connected therewith, commencing in the parish of Wisbech Saint Peter in the borough of Wisbech, in the Isle of Ely and county of Cambridge, passing thence from, in, through, or

into the several parishes, townships, and extra-parochial or other places of Wisbech Saint Peter in the borough of Wisbech, Wisbech Saint Mary, Elm, Upwell, Doddington, and March, or some of them, in the said Isle of Ely, and terminating by a junction with the Ely and Peterborough line of the Eastern Counties' Railway in the hamlet or township of March, in the parish of Doddington, in the said Isle of Ely; 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 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, or the works, stations, and conveniences connected therewith respectively; and also to authorize a junction with the said Ely and Peterborough line of the Eastern Counties' Railway, as delineated on the said plans hereinafter 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 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 land proposed to be taken for the purposes of such railway, and to confer other rights and privileges. And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the said Isle of Ely, at Wisbech, and that on or before the thirty-first day of December next a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway will pass or be situate, will be deposited with the parish-clerk of each such parish.

Dated this fifth day of November, 1845.

Goodwin, Partridge, and Williams, King's Lynn; and Rooper, Birch, and Ingram, Lincoln's-inn Fields, London, Joint 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 to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter mentioned, and to repeal some of the said powers and provisions, and to grant other further and more effectual provisions in the stead thereof, namely, an Act passed in the thirty-second year of the reign of King George the Third, intituled "An Act for

making and maintaining a Navigable Cut or Canal from or from some place near Pontnewynydd into the River Usk, at or near the town of Newport, and a collateral Cut or Canal from the same at or near a place called Cryndau Farm, to or near to Crumlin Bridge, all in the county of Monmouth, and for making and maintaining Railways or Stone Roads from such Cuts or Canals to several Iron Works and Mines in the counties of Monmouth and Brecknock;" and Acts relating to the said Monmouthshire Canal Navigation passed in the thirty-seventh and forty-second years of the same reign; an Act passed in the session of Parliament held in the eighth and ninth years of Her present Majesty Queen Victoria, intituled "An Act to authorize the Company of Proprietors of the Monmouthshire Canal Navigation to make a Railway from Newport to Pontypool, and to enlarge the powers of the several Acts relating to the said Company;" and also an Act passed in the session of Parliament held in the fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled "An Act for making and maintaining a Dock and other Works in the Port of Newport, in the county of Monmouth, with a Railway and Stone Road therefrom;" and also Acts relating to the said Newport Dock passed in the sessions of Parliament held respectively in the second and third, the fourth and fifth, and the seventh and eighth years of Her present Majesty.

And it is also intended by such Bill or Bills to enable the company of proprietors of the Monmouthshire Canal Navigation to sell or transfer all the railways, tramroads, canals, stations, and works belonging to the said company of proprietors, or held by them, and all their lands, tenements, and hereditaments, estates, rights, privileges, and authorities, so that the same may be vested in and exercised and enjoyed by the company to which the same are sold or transferred, as fully and effectually as by the said company of proprietors; and that in the case of such sale the said company of proprietors shall cease to exist.

And it is intended by such Bill or Bills to incorporate a company for effecting the general purposes thereof.

And power will be taken in such Bill or Bills to enable such company and the said company of proprietors to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid.

Dated this first day of November, 1845.

Johnston, Farquhar, and Leech, London.
Gabb and Secretan, Abergavenny.
Prothero, Towgood, and Fox, Newport.

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 Monmouthshire Canal Navigation, or to incorporate another company, and to enable such company, either separately or jointly with the said company of proprietors, to make and maintain a railway, to

commence at or near Snatchwood House, in the parish of Trevethin, in the county of Monmouth, and to terminate by two termini, the one of such termini being at or near to certain iron works, in the parish of Llanover, in the said county of Monmouth, known as the Blaenafon Old Furnaces, and the other of such termini being at or near to certain iron works in the parish of Llanfoist, in the said county of Monmouth, known as the Blaenafon New Furnaces, and to pass from, through, or into the several parishes of Trevethin, Llanover, Llanwenarth, and Llanfoist, in the county of Monmouth, or some of them.

And also to make and maintain a branch railway, to diverge from and out of the said intended railway above described, at or near Abersychan, in the parish of Trevethin aforesaid, and to terminate at or near to the New British Iron Works, in the said parish of Trevethin, and which said branch railway is intended to be made wholly within the said parish of Trevethin.

And also to make and maintain an extension of the said last mentioned branch railway, to commence at or near its said proposed terminus at or near the said New British Iron Works, and to terminate at or near the Golonos Iron Works, in the parish of Trevethin aforesaid, with a branch out of the said last-mentioned extension, to commence in the said parish of Trevethin, at a short distance from the said Golonos Iron Works, and to terminate at or near the Varteg Colliery, in the said parish of Trevethin, and which said last-mentioned extension and branch thereof are also intended to be made wholly within the said parish of Trevethin.

And also to make and maintain a branch railway from and out of the intended Newport and Pontypool Railway, to commence at or near the Cwm Brân Brook, in the parish of Llanvrechva otherwise Llanvrechva Upper, in the county of Monmouth, and to terminate by two termini, one of such termini being at or near to Pontnewydd Tin Works in the parish of Llanvrechva otherwise Llanvrechva Lower, in the said county of Monmouth, and the other of such termini being at or near to Pontrhydyrun Tin Works, in the parish of Panteague, in the said county of Monmouth, which last mentioned branch railway is intended to be made from, in, through, or into the several parishes and places of Llanvrechva, Llanvrechva Upper, Llanvrechva Lower, Llanvihangel Llantarnam, and Panteague, in the county of Monmouth, or some of them.

And also to make and maintain another branch railway, from and out of the said intended Newport and Pontypool Railway, to commence at or near Llandowllâs Brook, in the parish of Llanvihangel Llantarnam, in the said county of Monmouth, and to terminate at or near Mr. Joshua Fleisher Hanson's brick works, in the same last mentioned parish, and which last-mentioned branch railway is intended to be made wholly within the said parish of Llanvihangel Llantarnam.

And it is intended to take power to construct stations, communications, works, and other conveniences in the several parishes and places before mentioned, or some of them, for the working and using the said railway and branch railways, and also

to authorize junctions with any railway or railways at the commencement or termination, or in the line or course of the said intended railway or branch railways as before described in the several parishes and 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 alter, divert, or stop up, either temporarily or permanently, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes and places aforesaid, or some of them, as it may be necessary so to alter, divert, or stop up for the purposes of such railway or branch railways. And it is intended in such Bill or Bills to take powers to use and adapt for the purposes of the said undertaking all or any of the railroads, tramroads, canals, stations, approaches, and works belonging to the said company of proprietors in the parishes and places aforesaid, or to remove the rails from the said railroads and tramroads, or to stop up the said canals, and to discontinue the use thereof.

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

And it is also intended that by such Bill or Bills the said intended company shall be enabled to purchase or acquire all the railways, tramroads, canals, stations, and works belonging to the said company of proprietors of the Monmouthshire Canal Navigation, or held by them, and all their lands, tenements, and hereditaments, estates, rights, privileges, and authorities, so that the same may be vested in and exercised and enjoyed by such intended company, as fully and effectually as by the said company of proprietors; and that the said company of proprietors shall afterwards cease to exist; and power will be taken in such Bill or Bills to enable such intended company and the said company of proprietors before mentioned to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid.

And notice is hereby further given, that it is intended to alter, amend, and enlarge some of the powers and provisions of the several Acts hereinafter named, and to repeal some of the said powers and provisions, and to grant other further and more effectual provisions in the stead thereof, namely, an Act passed in the thirty-second year of the reign of King George the Third, intituled "An Act for making and maintaining a Navigable Cut or Canal from, or from some place near Pontnewydd into the River Usk, at or near the Town of Newport, and a collateral Cut or Canal from the same at or near a place called Cryndau Farm to or near to Crumlin Bridge, all in the County of Monmouth, and for making and maintaining

Railways or Stone Roads from such Cuts or Canals to several Iron Works and Mines in the Counties of Monmouth and Brecknock;" and also Acts relating to the said Monmouthshire Canal Navigation, passed in the thirty-seventh and forty-second years of the same reign, an Act passed in the session of Parliament, held in the eighth and ninth years of Her present Majesty Queen Victoria, intituled "An Act to authorize the Company of Proprietors of the Monmouthshire Canal Navigation to make a Railway from Newport to Pontypool, and to enlarge the powers of the several Acts relating to the said Company;" and also an Act passed in the session of Parliament held in the fifth and sixth years of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining a Dock and other Works in the Port of Newport, in the County of Monmouth, with a Railway and Stone Road therefrom;" and also Acts relating to the said Newport Dock, passed in the sessions of Parliament, held respectively in the second and third, the fourth and fifth, and the seventh and eighth years of Her present Majesty.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, 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 in the present year, be deposited for public inspection with the Clerk of the Peace for the county of Monmouth, at his office in the town of Usk, in the same county; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the said railway and branch railways, and other works, will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such parish clerk.

Dated this first day of November, 1845.

*Johnston, Farquhar, and Leech, London.
Gabb and Secretan, Abergavenny.
Prothero, Tougood, and Fox, Newport.*

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, to commence in the parish of Llanvrechva otherwise Llanvrechva Upper, in the county of Monmouth, by a junction or junctions with the intended Newport and Pontypool Railway in the said parish, and to pass thence from, in, through, or into the several parishes, townships, extra-parochial and other places following (that is to say), Llanvrechva otherwise Llanvrechva Upper, Panteague, Llanvihangel Pontymoyle, Mamhilad, Goytre, Llanvair Kilgeddin, Llanover, Llangattock juxta Usk, Hardwick, Abergavenny, Llantillio Pertholey, Llanvihangel Cru-

corney, Penbiddle, Cwmyoy, Grosmont and Llan-gua, or some of them, in the said county of Monmouth; and Trewin otherwise Bwlch Trewin, Cwmyoy, Walterstone, Llancillo, Rowstone, Ewyas Harold, Kentchurch, Kenderchurch, Saint Devereux, Wormbridge, Kilpeck, Much Dewchurch, Allensmore, Haywood, Haywood Forest, Callow, Dewshall, Lower Bullingham, Clehonger, Thruxton, Treville, Grafton, and Saint John the Baptist, or some of them, in the county of Hereford; and Saint Martin, Saint John the Baptist, Saint Nicholas, All Saints, Saint Owen, Saint Peter, Holmer, Grafton, and Lower Bullingham, or some of them, in the city of Hereford and Liberties thereof; and to terminate at or near Widemarsh Turnpike, in the said parish of Saint John the Baptist, in the said city, or the Liberties thereof: and also for making and maintaining a branch railway, to commence by a junction or junctions with the said main line of railway in the said parish of Panteague, in the said county of Monmouth, passing through the same parish of Panteague, and terminating either by a junction or junctions with the said intended Newport and Pontypool Railway, in the same parish of Panteague, or by an independent terminus there: also for making and maintaining a branch railway diverging from and out of the said intended main line of railway, near to a farm called the Fir Trees, in the said parish of Mamhilad, in the said county of Monmouth, and to terminate at or near to a certain field in the occupation of Jane Blower, widow, in the parish of Llangeview, in the said county of Monmouth; and to pass from, in, through, or into the several parishes, townships, extra-parochial and other places following, namely, Mamhilad, Goytre, Glascoed, Monkwood, Llanbaddock, Usk, Gwehelog, and Llangeview, in the county of Monmouth, or some of them; together with a branch railway diverging from the last-described branch railway at or near a certain wood called Graig Vole, in the said parish of Llanbaddock, passing through the same parish of Llanbaddock, and terminating at or near a field in the occupation of Henry Greatwood, in the said parish of Llanbaddock, in the said county of Monmouth: and also for making and maintaining a branch railway diverging from and out of the said intended main line of railway at or near to Penpergwm, in the said parish of Llangattock juxta Usk, in the said county of Monmouth, and terminating at or near to the Lodge Farm, in the parish of Ragland, in the said county of Monmouth, and to pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, namely, Llangattock juxta Usk, Llanvihangel juxta Usk otherwise Llanvihangel Gobion, Llansaint-fraed, Llanarth, Clytha, Bryngwin, Tregare, Penrose, and Ragland, in the county of Monmouth, or some of them.

And also for making and maintaining another branch railway diverging from and out of the said intended main line of railway, in the said parish of Abergavenny, passing in or through the said parish, and terminating at or near to certain buildings known as the Gas Works, situate in the same parish.

And also for making and maintaining another branch railway, diverging from and out of the said intended main line of railway, in the said parish of All Saints in the city of Hereford, commencing at or near a certain meadow in the occupation of Mrs. Elizabeth Williams, lying between Canon Moor Brook and the footway leading from Portland-place to the Canon Moor, passing in or through the said last-named parish, and terminating at or near the Portfields lying at Widemarsh-street Without, situate in the same parish.

And notice is hereby further given, that the promoters of the said undertaking reserve to themselves the power of confining the application to Parliament in the ensuing session to a part only instead of the whole of the said railway and branches.

And it is intended to take power in such Bill or Bills to construct stations, communications, works, and other conveniences in the several parishes, townships, extra-parochial and other places before mentioned, or some of them, for the working and using the said railway and branch railways, 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 railways as before described in the several parishes, townships, extra-parochial and other 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 therein defined, and to divert or stop up, either temporarily or permanently, all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, extra-parochial and other places aforesaid, or some of them, as it may be necessary so to alter, divert or stop up, for the purposes of such railway and branch railways.

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said railway and branch railways, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the 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, branch railways, and works.

And notice is hereby also given, that power will be taken in the said Bill or Bills, for the company or companies intended to be thereby incorporated to purchase or to take on lease the Llanvihangel Railway, in the county of Monmouth; the Grosmont Railway, in the said county of Monmouth; and the Hereford Trainroad or Railway, in the said county of Hereford, and the city of Hereford and the liberties thereof; so that there shall be transferred to such intended company or companies all the lands, tenements, and hereditaments, rights, privileges, estate and interest belonging to the Llanvihangel Railway Company, the Grosmont

Railway Company, and the Hereford Railway Company respectively; and that the said intended company or companies shall have power to close the said three railways, either in whole or in part, and to convert the ground and soil thereof, and the stations and works connected therewith, to their own use and benefit.

And notice is hereby further given, that for the purposes aforesaid, it is intended to alter, enlarge, and amend the powers and provisions of the three several Acts hereinafter named, or to repeal some or all of the said powers and provisions, and to grant other, further, and more effectual powers in the stead thereof, and to vest in the said intended company or companies all or some of the said powers, namely, an Act passed in the fifty-first year of the reign of King George the Third, intituled "An Act for making a Railway from the Brecknock and Abergavenny Canal, in the parish of Llanwenarth, to or near to Llanvihangel Crucorney, in the county of Monmouth;" another Act passed in the fifty-second year of the same reign, intituled "An Act for making and maintaining a Railway from the end of the Llanvihangel Railway, in the parish of Llanvihangel Crucorney, in the county of Monmouth, to or near to the twelfth mile-stone in the road leading from the town of Abergavenny, in the county of Monmouth, to the city of Hereford;" and another Act passed in the sixth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a Tramroad or Railway from the end of the Grosmont Railway at Monmouth Cap, in the parish of Llangua in the county of Monmouth, to Wye Bridge, in the parish of Saint Martin, within the liberties of the city of Hereford."

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, and of 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 in the present year, be deposited for public inspection at the respective offices of the Clerks of the Peace for the county of Monmouth at Usk, in the said county; for the county of Hereford at Hereford; and for the city of Hereford at Hereford.

And that on or before the thirty-first day of December next a copy of so much of the said plans and sections as relates to each of the parishes aforesaid in or through which the said railway and branch railways and other works will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at the residence of such parish clerk.

Dated this first day of November, 1845.

Johnston, Farquhar, and Leech, London.
F. and C. Bodenham, Hereford.
Gabb and Secretan, Abergavenny.
Alexander Waddington, Usk.

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 some of the powers and provisions of an Act passed in the session of Parliament held in the 8th and 9th years of the reign of Her present Majesty Queen Victoria, intituled, "An Act for making a railway from Ely to Huntingdon," and to give to the Ely and Huntingdon Railway Company power to construct a railway from the said Ely and Huntingdon Railway, with all proper works, stations, and other conveniences connected therewith, commencing in the parish of Brampton, in the county of Huntingdon, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Godmanchester, Brampton, Buckden, Offord Cluny, Offord D'Arcy, Boughton, Diddington, Southoe, Great Paxton, Toseland, Little Paxton, Weald, Saint Neots, Eynesbury, Everton with Tetworth, Everton and Tetworth, or some of them, in the said county of Huntingdon; Eaton Socon, Allington, Little Barford, Chawston, Mossbury, Langford End, Roxton, Tempsford, Everton with Tetworth, Everton, Tetworth, Sandy, Beeston, Girtford, South Mills, Blunham, Charlton, Moggerhanger, Great Barford, Renhold, Willington, Cople, Cardington, Eastcotts, Cotton End, Harrowden, Fenlake, Goldington, Saint Mary Bedford, and Saint John Bedford, or some of them, in the county of Bedford, and terminating by means of a junction with the proposed Bedford and London and Birmingham Railway, in the said parishes of Saint Mary and Saint John, or one of them, in the town of Bedford, and county of Bedford, or for power to construct so much and such part of such railway as may hereafter be determined on.

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, 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, or the works, stations, and conveniences connected therewith; and also to authorize junctions with the said before-mentioned railways respectively, 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 also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans; and also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway, and to confer other rights and privileges.

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

reputed owners, lessees, or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection, at the office of the Clerk of the Peace for the said county of Huntingdon, at Saint Ives, and at the office of the Clerk of the Peace for the county of Bedford, at Bedford; and that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway will pass, or be situate, will be deposited with the parish clerk of each such parish.

Dated this fifth day of November, 1845.

Goodwin, Partridge, and Williams, King's Lynn; Rooper, Birch, and Ingram, Lincoln's-Inn Fields, London; Joint Solicitors for the Bill.

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 point where the same railway crosses the public road leading from Long Ditton to Thames Ditton, in the parish of Long Ditton, in the county of Surrey, and terminating in the parish of East Moulsey, in the county of Surrey, near the foot of Hampton Court bridge, over the river Thames, 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 Long Ditton, Thames Ditton, Esher, West Moulsey and East Moulsey, 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, 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 alter, amend, and enlarge some of the powers and provisions of an Act passed in the session of Parliament, held in the eighth and ninth years of the reign of Her present Majesty Queen Victoria, intituled "An Act for making a Railway from Ely to Huntingdon," and to give to the Ely and Huntingdon Railway Company power to construct a railway from the said Ely and Huntingdon Railway, with all proper works, stations, and other conveniences connected therewith, commencing in the parish of Saint Ives, in the county of Huntingdon, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Saint Ives, Holywell with Needingworth, Holywell, Needingworth, Woodhurst, Old Hurst, Bluntisham with Earith, Bluntisham, Earith, Colne, Somersham, Pidley with Fenton, Pidley, Fenton, Sutton and Warboys, or some of them, in the said county of Huntingdon, and Sutton, Mepal, Chatteris, Doddington, Benwick, Wimblington, March, Upwell, Elm, Wisbech Saint Mary, Wisbech Saint Peter in the borough of Wisbech, Guyhirn, and Leverington, or some of them, in the Isle of Ely and county of Cambridge, and terminating by a junction with the Wisbech branch of the Lynn and Ely Railway, in the parish of Wisbech Saint Peter in the borough of Wisbech, in the said Isle of Ely.

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 therein defined, and to vary or alter all such turnpike-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, or the works, stations, and conveniences connected therewith. And also to authorize a junction with the said Lynn and Ely Branch Railway, 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 also for the powers usually conferred for the compulsory purchase of the lands, houses, and other property to be described upon the said plans. And also for power to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the said county of Huntingdon, at Saint Ives, and at the office of the Clerk of the Peace for the said Isle of Ely, at Wisbech. And that on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this fifth day of November, 1845.

*Goodwin, Partridge, and Williams, King's
Lynn; Rooper, Birch, and Ingram,
Lincoln's-inn Fields, London, Joint 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 to incorporate a company or companies, and to give such company or companies power to construct a railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the Northern and Eastern or Eastern Counties Railway, in the parishes of Ely Trinity, or Ely Saint Mary, or Ely Trinity and Ely Saint Mary, some or one of them, in the Isle of Ely, in the county of Cambridge, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ely Trinity, Ely Saint Mary, Ely Trinity or Ely Saint Mary, Ely College, Stuntney, Chetisham, Thetford and Stretham, or some of them, in the Isle of Ely

and county of Cambridge, and Barroway, Soham, Fordham, Isleham and Freckenham, or some of them, in the county of Cambridge, and Freckenham, Worlington, Holywell Row, Beck Row, West Row, Mildenhall Saint Andrew, Barton Mills otherwise Little Barton otherwise Barton Parva, Tuddenham, Icklingham Saint James, Icklingham All Saints, Lackford, Cavenham, Chimney Mill, Flempton, Hengrave, West Stow, Fornham All Saints, Bury Saint James and Bury Saint Edmunds, or some of them, in the county of Suffolk, and terminating by a junction with the proposed Eastern Union Railway, in the said parish of Bury Saint James in the said county of Suffolk, or for power to construct so much and such part of such railway as may hereafter be determined on.

And in the said Bill or Bills, powers will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to 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, or the works, stations, and conveniences connected therewith, 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 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 land proposed to be taken for the purposes of such railway, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the Clerk of the Peace for the said Isle of Ely, at Wisbech; at the office of the Clerk of the Peace for the said county of Cambridge, at Cambridge; and at the office of the Clerk of the Peace for the said county of Suffolk, at Bury Saint Edmunds; and that, on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes hereinbefore mentioned, from, in, through, or into which the said railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this fifth day of November, 1845.

*Goodwin, Partridge, and Williams, King's
Lynn; Rooper, Birch, and Ingram,
Lincoln's-inn Fields, London; Isaacson
and Sons, Mildenhall.*

The York, Hull, and East and West Yorkshire
Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for making and maintaining the railway 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 all other proper works connected with and to the said railway and branch railways respectively, (that is to say,) the main line of such railway commencing either by a junction with the Great North of England Railway near the York Railway Station, in the parishes of Saint Mary Bishophill the Younger and Holy Trinity Micklegate, or one of them, in the city of York and county to the same city, or by a separate and independent terminus in the said parishes of Saint Mary Bishophill the Younger and Holy Trinity Micklegate, or one of them, or by a junction with the proposed London and York Railway or the proposed Leeds and York Railway, in the said last-named parishes, or one of them, passing thence from, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Saint Mary Bishophill the Younger otherwise Saint Mary Bishophill the Younger with Upper Poppleton and Copmanthorpe and Saint Mary Bishophill the Elder, Saint Martin cum Gregory, and Holy Trinity Micklegate, in the city of York; Saint Mary Bishophill the Elder, in the West Riding of the county of York; Water Fulford, Gate Fulford, Heslington Saint Paul, Heslington Saint Lawrence, Grimston, Langwith, Dunnington, Low Catton, Kexby, Elvington, Sutton-upon-Derwent, Woodhouse, Wilberfoss, Thornton, Newton-upon-Derwent, Barmby-upon-the-Moor, Barmby, Pocklington, Burnby, Hayton, Trenwick, Nunburholme, Thorpe-le-Street, Thorpe, Londesbrough otherwise Londesbro', Shipton, Market Weighton and Arras, Market Weighton, Arras, Goodmanham, Etton, North Burton otherwise Cherry Burton, Gardam, Leckonfield, Molescroft otherwise Moscroft, Saint John of Beverley, Saint Nicholas in Beverley, Saint Mary in Beverley, Saint Martin in Beverley, Grovehill, Weel, Wawne otherwise Waghen, Stoneferry, and Sutton, in the East Riding of the county of York; Sutton, Stoneferry, Summergangs, Southcoates otherwise Sudcoates, Drypool, Holy Trinity, Saint Mary, and the extra-parochial grounds in the borough of Kingston-upon-Hull, or some of them, and terminating at the town or borough of Kingston-upon-Hull at or near the north side of the intended East or Victoria Docks, in the parish of Drypool, in the borough of Kingston-upon-Hull.

And also a branch railway diverging from the said proposed main line at or near a mill belonging to William West the younger, in the parish of Drypool, in the borough of Kingston-upon-Hull, and terminating near to a building lately occupied as a sugar-house in the parish of Sutton in the same borough; and also a branch railway diverging from the said proposed main line in a south-westerly direction at or near a garden in the

occupation of Charlotte Plummer, in the township and parish of Market Weighton, in the said East Riding, and passing thence from, through, or into the several parishes, townships, hamlets, extra-parochial and other places of Market Weighton, Shipton, Holme-upon-Spalding Moor, Harswell, Seaton Ross, Foggathorpe, Harlthorpe, Bubwith, North Duffield, Skipwith, South Duffield, Hemingbrough, Menthorpe with Bowthorpe, Menthorpe, Cliff cum Lund, Osgodby, Turnham Hall, and Barlby, or some of them, in the said East Riding, and terminating in the said township of Barlby by a junction with the Hull and Selby Railway near to a lane called Carr Lane, in the said township of Barlby, in the said East Riding.

And also a branch railway diverging in the township and parish of Holme upon Spalding Moor, near to its northern parish boundary, from the said last-mentioned proposed branch railway, and proceeding in a north-easterly direction from the said parish and township of Holme upon Spalding Moor, in the said East Riding, and passing thence, from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Holme upon Spalding Moor, Harswell, Everingham, Shipton, Thorpe otherwise Thorpe le Street, Trenwick, Hayton, Burnby, Nunburholme, Warter, Huggate, Haywold, North Dalton, Bainton, Neswick, Southburn, Kirkburn, Battleburn, Kirkburn with Battleburn, Eastburn, Kellythorpe, Emswell with Kellythorpe, Driffeld Greets otherwise Kellythorpe, Driffields Ambo, Little Driffeld, and Great Driffeld, in the said East Riding, or some of them, and terminating by a junction with the Bridlington Branch of the Hull and Selby Railway at or near Meadow Lane in the township and parish of Great Driffeld in the said East Riding.

And also a branch or connecting railway of two furlongs and one hundred and thirty-two yards in length diverging from the said last-mentioned branch railway in a north-westerly direction at or near the township boundary which divides the townships of Hayton and Burnby, and terminating in the said main line of railway, in the township of Burnby; and also a branch or connecting railway of two furlongs and five chains in length diverging in the township of Burnby from the said branch railway from Holme upon Spalding Moor to Great Driffeld in a south-easterly direction, and terminating in the said main line of railway in the said township of Hayton.

And also a branch railway diverging from the said proposed main line of railway in an easterly direction at or near the village of Weel, in the township of Weel, in the parish of Saint John of Beverley, in the said East Riding, and passing thence, from, through, or into the several parishes, townships, hamlets, extra-parochial, and other places of Weel, Melsa otherwise Meaux, Wawne otherwise Waghen, Routh, Leven, Catwick, Brandes Burton, Catfoss, Siggleshorpe, Seaton, Wassand, Seaton and Wassand, Hornsea Burton, and Hornsea, or some of them in the said East Riding, and terminating on the west side of Eastgate, in the town of Hornsea, at or near a certain

dwelling-house and premises in the occupation of Robert Heron, in the township and parish of Hornsea, in the said East Riding.

And also a branch or connecting railway diverging in the township of Weel from the said last-mentioned branch railway at the distance of about twenty-six chains from the commencement of the said last-mentioned branch railway proceeding in a south-westerly direction, and terminating by a junction with the said main line of railway near to and on the south side of the village of Weel, in the said township of Weel, and in the parish of Saint John of Beverley, in the said East Riding.

And it is intended, by the said Act or Acts, to incorporate a company for executing the said proposed undertaking, and also to insert powers in the said Acts or Acts to deviate in the construction of the said railway or railways, and branch railways from the lines or situations thereof respectively as laid down on the plans deposited as hereinafter mentioned to the extent shown or defined on the said plans, and to alter or divert, 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, town lands, 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 railway or railways, and 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 railway 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, houses, and buildings respectively, or 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 such proposed railway or railways, and 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, so to be incorporated as aforesaid, shall seem meet. And it is further intended to take powers by the said Act or Acts to enable the company to be incorporated thereby as aforesaid, to let on lease or sell the said intended railway or railways, and branch railways and other works, or any part or parts thereof, together with the two canals hereinafter mentioned, or either of them, and the works respectively belonging thereto, which under the authority of the said intended Act or Acts, the said company, so intended to be incorporated as aforesaid, may have purchased or taken on lease to the Manchester and Leeds Railway Company, the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the Huddersfield and Manchester Railway Company, the Great North of England Railway Company, the York

and North Midland Railway Company, the Hull and Selby Railway Company, the proposed London and York Railway Company, or some or one of them, or any other now existing or proposed railway company or companies with whose line the said intended railway, branch railways, and works may unite; and to enable such company or companies, or any of them, to purchase or rent, and use and work, the said intended railway or railways, and branch railways and works respectively, or any part or parts thereof, and the said two canals and works respectively, 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 connexion therewith. 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 railway companies, herein referred to, or some or one 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 railway companies hereinbefore referred to, some, or one 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 or railways, 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 any of them, for or in respect of the traffic passing, or which may pass, on their respective lines of railway.

And notice is hereby given, that for all, some one 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 several Acts relating to the said Manchester and Leeds Railway Company passed in the sixth and seventh and seventh years of William the Fourth, the second and third, and the fourth and fifth and the seventh years of Her present Majesty, and in the last session of Parliament; and also the several Acts relating to the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, passed in the seventh year of William the Fourth, the fifth year of Victoria, the sixth year of Victoria, and the last session of Parliament; the Act relating to the Huddersfield and Manchester Railway Company, passed in the last session of Parliament; the several Acts relating to the Great North of England Railway Company, passed in the sessions of Parliament held in the following years; that is to say, the sixth and seventh William the Fourth, the seventh William the Fourth, and first of Victoria, the second and third Victoria, the fourth and fifth of Victoria, the fifth and sixth of Victoria, and the eighth and ninth of Victoria; and also of the several Acts relating to the York and North Midland Railway Company, passed in the sessions of Parliament held respectively in the sixth

William the Fourth, and in the first, fourth, seventh, and seventh and eighth, and eighth and ninth years of Victoria; and also of the several Acts relating to the Hull and Selby Railway, and the Hull and Selby Bridlington Branch Railway, passed in the sessions of Parliament held respectively in the sixth William the Fourth, and in the sixth and eighth and ninth Victoria.

And notice is hereby further given, that it is intended by the said Act or Acts, so to be applied for as aforesaid, to enable the company so to be incorporated as aforesaid, to purchase or to take upon lease for a term or in perpetuity the canal, navigation, lands, tenements, and hereditaments of the Pocklington Canal Company, in the said East Riding of the county of York and all the works belonging thereto, and the tolls, rates, and duties arising therefrom; and to authorise the said canal company to sell or let as aforesaid the said canal, navigation, lands, tenements, and hereditaments and tolls, in order that the said railway company so to be incorporated as aforesaid, may use and work the said canal and navigation, and take all tolls and dues in respect thereof; and also to disincorporate and dissolve the said canal company, and to alter, amend, enlarge, and repeal all or some of the powers and provisions of the Act relating to the said canal company, passed in the fifty-fifth year of the reign of King George the Third.

And notice is hereby further given, that it is intended by the said Act or Acts so to be applied for as aforesaid, to enable the said company so to be incorporated as aforesaid, to purchase or take upon lease for a term or in perpetuity the canal or navigation, known as the Market Weighton Canal, in the said East Riding, with the lands, tenements, and hereditaments, and all the works belonging thereto, and the tolls, rates, and duties arising therefrom; and also to enable the trustees and the proprietors and subscribers of and in the said canal, to sell or let as aforesaid the said canal and navigation, lands, tenements, and hereditaments and tolls, in order that the said railway company so to be incorporated as aforesaid may use and work the same canal and navigation, and take all tolls and dues in respect thereof, and to alter, amend, enlarge, and repeal, some one or more of the powers and provisions of the Act relating to the said canal navigation passed in the twelfth year of the reign of King George the Third.

And notice is hereby also given, that duplicate plans and sections, describing the line and situation of the whole of the works and the lands in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works will 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, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the City of York and county of the same city, at his office in the said city; with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley, in the same riding; with the Clerk of

the Peace for the West Riding of the county of York, at his office in Wakefield, in the same riding; with the Clerk of the Peace for the North Riding of the county of York, at his office in Northallerton, in the same riding; and with the Clerk of the Peace for the town or borough of Kingston-upon-Hull and county of the same town, at his office in the said town of Kingston-upon-Hull. And that 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, branch railways and works, or any part thereof, are intended to be made or maintained, together with a book of reference thereto, will be deposited for public inspection on or before the thirty-first day of December next, with the parish clerk of each such parish, at the respective places of abode of such parish clerks.

Dated this fifth day of November, 1845.

Leeman and Clark, York;
England and Shackles, Hull;
Solicitors for the Bill.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session for an Act to incorporate a company, and to confer on such company the powers and privileges of suing and being sued in their corporate name, and to empower all existing and future companies authorized by Act of Parliament to construct or maintain any public work, to contract and agree with the company to be thereby incorporated for the sale, lease, and transfer to the company so to be incorporated of all rights, powers, profits, tolls, privileges, capital, lands, and property of or vested in such existing or future company, or for a lease of the same in perpetuity, or for a term of years, and to enable the company so to be incorporated to hold, use, exercise, or enjoy the same either in perpetuity or otherwise; and to authorize and empower such company so to be incorporated to raise and subscribe a capital stock, and to increase the same from time to time as may be required; and also to enable such company so to be incorporated to issue transferable stock or debentures bearing a stipulated rate of interest in perpetuity, or for a term of years, as may be agreed upon, payable to the bearer on demand; and also such other powers, privileges, rights, and immunities as may be necessary or expedient for the purposes of the company so to be incorporated.

Dated this seventh day of November, 1845.

Spalding and Bourn Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts for the better supplying with water the town or parish of Bourn, in the parts of Kesteven in the county of Lincoln, and the town or parish of Spalding, in the parts of Holland in the said county; and for the purpose of affording such supply of water as aforesaid. It is further proposed by the said intended Act of

Acts, to empower the construction and maintenance of a reservoir or reservoirs, with all proper engines, embankments, sluices, drains, and other works in connexion therewith, at or near Bourn Well Head, in the parish of Bourn aforesaid, and in the parishes of Pinchbeck, in the said parts of Holland, in the said county, and Spalding aforesaid, and also the construction and maintenance of an aqueduct or aqueducts, and also of mains, pipes, cuts, and all the necessary works in connection therewith, from such reservoir or reservoirs, in or through the several parishes, townships, or extra-parochial or other places of Bourn or Bourn Fen, in the parts of Kesteven in the said county; Pinchbeck, Pinchbeck North Fen, Pinchbeck South Fen, in the said parts of Holland in the said county, and Spalding aforesaid, or some of them, as may be necessary for affording such supply as aforesaid; and it is also proposed by such Act or Acts to incorporate a company, and to enable such company to purchase by compulsion, and to hold lands, waters, springs, streams, buildings and other hereditaments, for the purposes aforesaid, and to levy rates or rents for the supply of water, and to grant such exemptions therefrom as to them may seem fit; and it is also proposed to vary or extinguish all existing rights and privileges which would impede or interfere with the object aforesaid, and to confer other rights and privileges in lieu thereof; and it is intended by the said Act or Acts for the purposes aforesaid, to take and use the waters of a certain pond, well, stream or brook, called Bourn Well Head, in the parish of Bourn aforesaid, which said pond, well, stream or brook, now flows into a certain stream or rivulet, called the Well Head River, and thence flows to and into a certain stream, cut, navigation or river, called Bourn Eau, and thence flows to and into a certain river, stream, or navigation, called the Glen, or the River Glen, and thence to and into a certain other river, stream, or navigation, called the Welland or the river Welland.

And notice is hereby further given, that plans and sections of the said intended reservoir or reservoirs, aqueduct or aqueducts, cuts and other works, and of the lands in or through which the same are intended to pass or be made, and duplicates thereof respectively, 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, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the parts of Kesteven aforesaid, at his office at Sleaford, and also with the Clerk of the Peace for the parts of Holland aforesaid, at his office at Spalding; and a copy of so much thereof as relates to the said several parishes in or through which the said works are proposed to be made, will be deposited for public inspection, on or before the thirty-first day of December next, with the parish clerks of those parishes respectively at their respective residences.

Dated this eighth day of November, 1845.

Millington and Kenrick,
Wm. H. Tatam, } Joint Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a company, and to give to such company power for the more effectually lighting with gas the several parishes of the town of Derby and the several parishes, townships, and other places of Litchurch, Normanton, Saint Peter's Derby, Osbaston, Littleover, Mickleover, Mackworth, Markeaton, Quarndon, Allestree, Duffield, Darley Abbey, Darley next Derby, Little Eaton, Little Chester, Saint Alkmund's, Derby, Breadsall, Chaddesden, Spondon, Alvaston, and Boulton adjoining thereto, in the county of Derby, or some of them, and to make and levy rates, rents, or charges for the furnishing of such light, and generally to exercise such powers, rights, and privileges within the said parishes, and townships, and other places as the said company may be empowered to exercise within the same.

Dated this sixth day of November, 1845.

Dunnicliff and Severne, Solicitors, Derby.

Fleetwood-on-Wyre to Clitheroe.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a Railway, with all proper works and conveniences connected therewith, to commence on or near to the north-east shore of the river Wyre, at or near the Sea Dyke, in the township of Preesall-with-Hackinsall, in the county palatine of Lancaster, and to terminate at or near to Blacklane, in the township of Clitheroe, in the same county, and which said railway and works are intended to be made and pass from, in, through, or into, the several parishes, townships, and other places following, or some of them, that is to say;—Lancaster, Garstang, Kirkham, Chipping, Whalley, Preesall-with-Hackinsall, otherwise Preesall-with-Hackensall, otherwise Preesall-with-Hackersall, otherwise Hackinsall-with-Preesall, otherwise Hackensall-with-Preesall, Pilling, Pilling Moss, Nateby, Cabus, Garstang, Barnacre-with-Bonds, Claughton, Goosnargh-with-Newsham, Chipping, Thornley-with-Wheatley, otherwise Thornley-cum-Wheatley, Little Bowland, Little Bowland-with-Leagram, Bowland-with-Leagram, Leagram, Aighton, Bailey, and Chaigley otherwise Aighton, Bailey, and Chaighley, Chaigley otherwise Chaighley, Clitheroe, Clitheroe Castle, Castle Parish, Castle Parish of Clitheroe, in the said county palatine of Lancaster, Bashall Eaves, and Waddington, in the West Riding of the county of York, Mitton, in the said county palatine of Lancaster, and the said West Riding of the county of York, and Mitton-with-Crook, Crook, Great Mitton, in the said West Riding of the county of York and county palatine of Lancaster, or one of them; and also to make and maintain such pier or piers, wharf or wharfs, breakwaters, jetties, and other works and conveniences, below highwater mark, in and upon the north-east shore of the said river Wyre, at or near to the Sea Dyke aforesaid, as may be necessary for

the purposes of the said railway, and as the said intended company may obtain the consent of Her Majesty to construct there previously to the construction thereof;

And also to make and maintain a branch railway with all proper works and conveniences connected therewith, diverging in a southerly direction from the line of the before-mentioned railway, at a point near Chorley House, in the township of Clitheroe, in the county of Lancaster, and terminating at or near to a place called Bawdlands, in Clitheroe aforesaid, and which said proposed branch railway and works are intended to pass and be made from, in, through, and into the parishes, townships, and places of Whalley, Clitheroe, Clitheroe Castle, Castle Parish, Castle Parish of Clitheroe, in the county palatine of Lancaster, or some or one of them.

And notice is also hereby given, that it is proposed to apply for powers to be granted by the said intended Act or Acts, to deviate laterally from the line of the said intended railway, as laid down in the plans hereinafter mentioned, to the extent defined thereon.

And it is proposed by the said intended Act or Acts to incorporate a company or companies, with powers to make and maintain the said railway, branch railway, and works, and to purchase, by agreement or compulsion, and hold, all lands, tenements, and hereditaments required for the completion of the same, and all rights and interests therein, and to vary or extinguish all rights and privileges connected with the lands, tenements, and hereditaments proposed to be taken for the purposes of the said railway and branch railway, or which would in any manner impede or interfere with the objects aforesaid, and also to communicate with, run upon, cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, and other highways and ways, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and other places, or some of them, as it may be necessary to communicate with, run upon, cross, divert, alter, or stop up, for the purpose of the said railway, branch railway, and works, or any of them, and to levy tolls, rates, and duties, in respect of the use of the said railway and branch railway, or either of them, and to confer, vary, or extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to empower the said company to be thereby incorporated, to let on lease, sell, or transfer the said intended railway, branch railway, and works, or any part of the same, or all or any of the tolls thereof, to any other proposed or now existing railway company or companies which may be named in such intended Act or Acts, and also to enter into such mutual arrangements with any such company or companies as may be necessary or expedient to carry out the purposes and objects of the said railway, branch railway, and works, and also to carry into effect and confirm any agreements or arrangements made or to be here-

after made with all or any of such companies, for, or in respect of the traffic passing or which may pass on the line or works of the railways of such companies respectively, or any of them, and also to delegate to any such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Act or Acts, and to authorize such other company or companies, out of their corporate or other funds, and either severally or jointly with any other company or companies to take shares in, and subscribe for or towards the making, maintaining, working, and using the said intended railway, branch railway, and works, or any part thereof respectively, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections describing the situation, line, and levels of the said intended railway and branch 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 Clerk of the Peace for the County Palatine of Lancaster, at his office in Preston, in the same county, and also 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 county, 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, branch railway, and works respectively, are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

And notice is hereby further given, that it is proposed by the said Act or Acts to alter, increase and in part repeal the powers and provisions of the several Acts hereinafter recited, or some of them, and to alter the tolls, rates, and duties granted by the said after-recited Acts, or some of them, or some of the said tolls, rates, and duties, that is to say, an Act passed in the 5th and 6th years of the reign of his late Majesty 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 7th year of the reign of his late Majesty King William the Fourth, 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 said 7th year of the reign of his said late Majesty, intituled "An Act for making and maintaining a dock or docks at Wyre, in the County Palatine of Lancaster;" an Act passed in the 2nd year of the reign of her Majesty Queen Victoria, intituled "An Act to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company;" an Act passed in the said second year 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, and the Preston and Wyre Dock Company, and to consolidate the said companies."

Dated this fifth day of November, 1845.

Rushton and Armitstead, Bolton.
Robert Trappes, Clitheroe.
Richard Moore, jun., Kirkham.

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 lighting the several streets, squares, roads, lanes, and other public places within the hamlet of Brighouse, in the township of Hipperholme-cum-Brighouse, in the parish of Halifax, in the West Riding of the county of York, and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers, and for removing and preventing encroachments, nuisances, annoyances, and obstructions therein.

And it is also intended to apply for powers to purchase, by compulsion or otherwise, houses, lands, tenements, and hereditaments within the hamlet aforesaid, and to vary or extinguish all rights and privileges in connection with such houses, lands, tenements, and hereditaments which would in any manner interfere with the objects aforesaid.

And notice is hereby further given, that it is intended, by the said Act, to apply for all or any of such and the same powers as may be deemed necessary to enable the Commissioners thereby to be appointed, or any other persons to be therein named, to contract with and supply with gas the owners and occupiers of private houses, shops, inns, taverns, counting-houses, warehouses, wharfs, manufactories, and all other buildings within the hamlet of Brighouse aforesaid, and also the Manchester and Leeds Railway Company at their station called the Brighouse Station, which is situated in the township of Rastrick, in the said parish of Halifax.

And it is also intended to apply for powers to levy rates or duties on occupiers or owners of houses, buildings, lands, tenements, or hereditaments within the hamlet, townships, and parishes aforesaid, and to make composition for rates or duties in certain cases, and to confer, vary, or extinguish exemptions from the payment of such rates and duties and other rights and privileges, and also for raising money, by mortgage or otherwise, for paying the expenses of the said Bill, and for carrying the several and respective purposes aforesaid into execution, and generally to obtain such other powers and authorities as are usual and necessary in cases of a like nature.

Dated November, 1845.

George Higham, Solicitor, Brighouse.

Charing Cross Bridge, heretofore the Hungerford and Lambeth Suspension Foot Bridge.

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

enlarge some of the powers and provisions of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of King William the Fourth, intituled, "An Act for building a Foot Bridge over the river Thames from Hungerford Market, in the parish of Saint Martin-in-the-Fields, in the county of Middlesex, to the opposite shore in the parish of Lambeth, in the county of Surrey, and for making suitable approaches thereto:" and also of an Act passed in the session of Parliament held in the sixth year of the reign of Her present Majesty, intituled, "An Act to amend an Act relating to the Building of the Hungerford and Lambeth Suspension Foot Bridge, and for granting further powers to the Hungerford and Lambeth Suspension Foot Bridge Company:" and also of 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 Hungerford and Lambeth Suspension Foot Bridge Company, hereafter to be called 'The Charing Cross Bridge Company,' and for granting further powers to the said company;" and to enable the said Charing Cross Bridge Company to sell, and to enable any company, corporation, or other person or persons, to purchase all that the Charing Cross Bridge and the several piers, abutments, wharfs, approaches, and hereditaments appertaining thereto, and all other the property, rights, powers, privileges, estate, and premises now belonging to and vested in or hereafter to belong to or to be vested in the said Charing Cross Bridge Company, or such parts and proportions thereof, and such and so many thereof, as may be mutually agreed upon between the said last-named company, and the company, corporation, or other person or persons so purchasing: and also to enable the said Charing Cross Bridge Company to convey to and vest the same; and especially the power to take and levy tolls, rates, and duties to and in such company, corporation, or other person or persons; and to enable such company, corporation, or other person or persons to hold, use, exercise, and enjoy the same; and also to dissolve and disincorporate the said Charing Cross Bridge Company, and to wind up the affairs thereof."

Dated this tenth day of November, 1845.

John Curtis, 80, Basinghall Street, Solicitor for the Bill.

Canterbury and Herne Bay 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 in or near the city of Canterbury, in the county of Kent, and terminating at the town of Herne Bay, in the parish of Herne, in the Union of Blean, in the county of Kent; which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and ex-

tra-parochial or other places following, or some of them (that is to say), the liberties of the city of Canterbury, the parishes of Saint Gregory, Westgate Without, Westgate Within, Saint Mary Northgate, all within the boundary of the city of Canterbury, in the county of Kent; the parishes of Saint Stephen *alias* Hackington, Sturry, Swalecliff, the Ville of Dunkirk, Chislet, Herne, all in the aforesaid county of Kent.

And it is further intended by the said Act or Acts, to apply for powers to authorize the deviating from the line of the said intended railway or railways, as laid down in the plans thereof, to be deposited as hereinafter mentioned, to the extent defined thereon.

And it is 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 townlands, 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, either to enable the said Canterbury and Herne Bay Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect; and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof; and to grant certain exemptions from such tolls, rates, and duties; and to take powers to raise capital or money for all or any of the purposes aforesaid.

And it is further intended by such Act or Acts to enable the company thereby to be incorporated to sell, or let, or transfer all or any part of the said intended railway or railways, and works hereinbefore mentioned, and all or any powers of such company in connexion therewith or in relation thereto, to any other railway company; and to enable any other railway company to purchase, or rent, or construct the same or any part thereof, and to exercise the same and such other powers, 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 them and the said company intended to be incorporated, as aforesaid.

And notice is hereby further given, that maps, 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 places, containing the names of the owners or 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 the town of Maidstone, in the said county; and also with the Clerk of the Peace for the city of Canterbury, at his office, in the said city of Canterbury, in the aforesaid county; and that a copy of so much of the said maps or plans, sections, and books of reference as relate to each of the parishes in or through which the said intended railway or railways, and works are intended to be made, will be deposited on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively at their respective residences.

Dated this eighth day of November, 1845.

Daniel Keane, 36, Lincoln's-Inn-fields,
London,

Thomas Thorpe De Lasaux, Castle-
street, Canterbury,
Solicitors to the Company.

Westend and Southern Counties 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 or railways, and branch railway or railways, with all proper stations, works, approaches, and conveniences connected therewith; (that is to say,) a railway or railways commencing at or near to Waterloo Bridge, and Waterloo Bridge Road, in the parish of St. Mary, Lambeth, and terminating by a junction with the London and Greenwich Railway near the station thereof adjacent to High-street, Deptford, in the parish of St. Paul, Deptford, in the county of Kent; which said intended railway or railways, stations, works, approaches, and other conveniences 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,) St. Mary's Lambeth, Lambeth, St. Mary, Newington, St. Giles and St. George, Camberwell, Peckham, Hatcham, and St. Paul, Deptford, in the county of Surrey, and St. Paul, Deptford, in the county of Kent; a branch railway commencing from and out of the said intended railway or railways, at or near White Post Lane, in the Kent Road, in Hatcham in the parish of St. Paul, Deptford, in the county of Surrey, and terminating at or by a junction with the London and Croydon Railway, at or near the station thereof at New Cross in the parish of St. Paul, Deptford, in the said county of Surrey; which said intended branch railway stations, works, approaches, and other conveniences 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,) St. Paul, Deptford, and Hatcham, all 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, 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, raise, lower, or divert by reason of the construction of the said intended railway or railways and branch railways, stations, works, approaches, and other conveniences connected therewith, or any of them, or for the maintaining or more conveniently making or maintaining or using the said intended railway or railways and branch railways, stations, works, approaches and other conveniences, or any or either of them. 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, houses, 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, maintenance, or use thereof, and to confer other rights and privileges. And notice is hereby further given, that duplicate maps or plans and sections of the said intended railway or railways and branch railways and works, and of the lands or 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, houses, and other property, will be deposited on or before the thirtieth day of November in the present year with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, and with the Clerk of the Peace for the county of Kent, at his office in Maidstone in the said county of Kent; 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 branch railway and works, are intended to be made, will be deposited on or before the thirty-first day of December, in the present year, with the parish clerk of 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.

Drainage and Navigation by the Black Sluice,
between Bourn and Boston, in the county of
Lincoln.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for a Bill for improving the drainage of such of the several low, marsh, and fen lands as are bounded and described in, and liable to be taxed under, the provisions of two several Acts of Parliament, one passed in the fifth year of the reign of King George the Third, intituled "An Act for draining and improving certain Low, Marsh, and Fen Lands lying between Boston Haven and Bourn, in the parts of Kesteven and Holland, in the county of Lincoln," and the other passed in the tenth year of the reign of King George the Third, intituled "An Act for amending and rendering more effectual an Act made in the fifth year of the reign of His present Majesty,

intituled 'An Act for draining and improving certain Low, Marsh, and Fen Lands, lying between Boston Haven and Bourn, in the parts of Kesteven and Holland, in the county of Lincoln,' and for improving the Navigation through the said lands," and of any other lands or grounds within the said parts, and in the parts of Lindsey, in the said county, which shall have been admitted to, or may be now enjoying the benefit of drainage through, all or any of the cuts, drains, or other works, made under the provisions of, or referred to in the said Acts, or either of them; and also for improving the navigation of the Main Drain or South Forty Foot River, the Hammond Becks, the Twenty Foot, the Old Skirth, and any other navigable drains or cuts in the said Acts mentioned: And for effecting the purposes aforesaid it is intended that the said Bill shall contain clauses for altering, amending, and enlarging the powers and provisions contained in the said Acts, or for repealing the same powers and provisions, or some of them, and for giving to the Black Sluice Commissioners ample powers for the scouring, cleansing, enlarging, widening, deepening, and otherwise improving the said Main Drain or South Forty Foot River, the Hammond Becks, the Twenty Foot, the Old Skirth, and any drains, dikes, becks, outgangs, eaus, rivers, lodes, cuts, and watercourses, which communicate with the said Main Drain, or South Forty Foot River, and Hammond Becks respectively.

And for the purpose of improving the said drainage and navigation, notice is hereby given, that particularly provisions are intended to be made in the said Bill for the effectual deepening, widening and otherwise improving the said main drain or South Forty Foot River, from end to end, that is to say, from a place called Gutheram's Cote, (in the parishes of Bourn, Spalding, and Pinchbeck, some or one of them,) to Skirbeck Quarter and Boston, in the said county of Lincoln, which said main drain, or South Forty Foot River, is situate in or passes through, or adjoins the several parishes townships, hamlets, places, or lands, following, that is to say, Bourn, Dike, Morton, Pinchbeck, Spalding, Cowbit, Hacconby, Dunsby, Rippingale, Dowsby, Gosberton, Surfleet, Aslackby, Pointon, Sempringham, Neslam, Billingborough, Quadring, Horbling, Donington, Swaton, Helpringham, Little Hale, Great Hale, certain extra-parochial lands adjoining Great Hale Fen, Bicker, Swineshead, Brand End Plot, Gibbet Hills, certain extra-parochial lands adjoining Swineshead, Wigtoft, Kirton, Algerkirk, Sutterton, Frampton, Wyberton, Skirbeck, Skirbeck Quarter, Boston West, and Boston in the parts of Kesteven and Holland in the county of Lincoln, or some of them: and also for the effectual scouring, deepening, widening, and otherwise improving the Hammond Becks, leading from and lying between Dovehurn or Pinchbeck Bars on the north side of the river Glen and Skirbeck Quarter, both in the parts of Holland and county of Lincoln aforesaid, which Becks are situate in or pass through or adjoin the several parishes, townships, hamlets, places, or lands, following, that is to say, Pinchbeck, Spalding, Cowbit,

Surfleet, Gosberton, Quadring, Quadring Hundred, Donington, Bicker, Swineshead, Brand End Plot, certain extra-parochial lands adjoining Swineshead, Wigtoft, Kirton, Frampton, Wyberton, Skirbeck, and Skirbeck Quarter, in the said county of Lincoln or some of them: and also for the effectual deepening, widening, and otherwise improving the said drain called the Twenty Foot, extending from Gosberton Clough, or the Hammond Beck, in the parish of Gosberton, through Gosberton Fen, to its junction with the said South Forty Foot River: and also for the effectual deepening, widening, and otherwise improving the said drain called the old Skirth, between the fens of Swineshead and Wigtoft, from its junction with the Hammond Beck, to its junction with the South Forty Foot River: and also for the effectual deepening, widening, and otherwise improving Hodge Dike, Midfodder Drain, Heckington Head Drain, and New Cut, and the Clay Dike leading from and lying between Howell Fen, in the parish of Howell, and the said main drain or South Forty Foot River, at Clay Dike Bridge, in the parishes of Algarkirk and Sutterton, or one of them, or between the said parishes of Algarkirk and Sutterton; which said Hodge Dike, Midfodder Drain, Heckington Head Drain, and New Cut commence at, in, or near to the parish of Howell aforesaid, and pass by, along, or through, or are situate in the several parishes, townships, hamlets, and places following; that is to say, Howell, Ewerby, Asgarby, Boughton, Heckington, South Kyme, and Algarkirk in the said county of Lincoln, or some of them, and fall into or communicate with the Clay Dike, at or near a certain hamlet or place, called Merrylands, in the parish of Algarkirk aforesaid, and the said Clay Dike, from its junction with the drains lastly above mentioned, passes by, along or through the said parishes of Algarkirk and Sutterton, or one of them, or is situate between the same parishes, and terminates at or falls into the said main drain or South Forty Foot River, at Clay Dike Bridge aforesaid: and also for the effectual deepening, widening, and otherwise improving all or any of the other drains, dikes, becks, outgangs, eaus, rivers, lodes, cuts, and watercourses, aforesaid, which are situate in, or pass from, through, or into, or adjoin or drain the several parishes, townships, hamlets, places, and lands following; that is to say, Bourn, Tongue-End, Dike, Cawthorpe, Morton, Harmthorpe, Hacconby, Stainfield, Dunsby, Rippingale, Ringston, Kirkby, Dowsby, Aslackby, Graby, Millthorpe, Pointon, Sempringham, Neslam, Billingham, Horbling, Bridge End, Swaton, Helpringham, Little Hale, Great Hale, certain extra-parochial lands adjoining Great Hale Fen, Heckington, Boughton, Asgarby, Howell, Ewerby, South Kyme, Swineshead, certain extra-parochial lands adjoining Swineshead, Wigtoft, Bicker, Donington, Quadring, Quadring Hundred, Quadring Old Inclosures, Gosberton, Surfleet, Pinchbeck, Spalding, Cowbit, Holland, Fen, Boston West, Boston, Skirbeck Quarter, Skirbeck, Wyberton, Wyberton Marshes, Frampton, Frampton Marshes, the Witham Marshes, the Old Witham Banks and Bed, Kirton, Algarkirk, Merrylands, Fosdyke,

Billingshay, Coningsby, Langrickville, Little Wildmoor, Sutterton, Brand End Plot, Gibbet Hills, Mown Rakes, Pelham's Lands, Dogdyke, and Brothertoft, or some of them, in the parts of Kesteven, Holland, and Lindsey in the said county of Lincoln.

And notice is hereby given, that duplicate plans and sections of the before-mentioned works of navigation, together with books of reference thereto, and also plans of the becks, brooks, and streams to be diverted, will be deposited, for public inspection, on or before the thirtieth day of November, in this present year, with the Clerk of the Peace for the division of Holland, in the said county of Lincoln, at his office in Spalding, in the same county; and with the clerk of the peace for the division of Kesteven, in the said county of Lincoln, at his office in Sleaford, in the same county; and with the clerk of the peace for the division of Lindsey, at his office in Spilsby, in the same county: 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 of the parishes hereinbefore mentioned in or through which the said works of navigation or any part thereof, are intended to be executed, with a book of reference thereto, will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.

And notice is hereby given that it is intended by the said Bill to take power to deviate in the construction of the said works, from the lines delineated on the said plans, intended to be deposited as aforesaid, to such an extent as will be defined on the said plans.

And notice is hereby given, that for the purposes of making or widening banks, towing or hauling paths, of diverting roads or ways, of erecting or altering or of taking down and re-building bridges, of making approaches to bridges, of constructing locks, bridges, laybys, and any other works projected for the improvement of the said drainage and navigation, it is intended that in the said Bill there shall be contained clauses or enactments for authorizing the compulsory purchase, by the Black Sluice Commissioners, of messuages, lands, tenements, and hereditaments, and for authorizing the variation or temporary suspension or entire extinguishment, of any rights or privileges in any manner connected with the property intended to be taken, or inconsistent with, or inconvenient as may regard the fit accomplishment of, any of the objects aforesaid.

And notice is hereby given, that in the said Bill will be contained clauses or enactments for imposing and levying certain annual rates or taxes, or for increasing the present rates or taxes, as well upon and from the lands and grounds liable to be taxed under the hereinbefore mentioned Acts, as upon and from any other lands and grounds now admitted to, or otherwise enjoying the benefit of drainage as aforesaid; and also for imposing and levying new tonnage tolls or dues, and for altering or increasing the present tonnage tolls or dues for or in respect of any vessel navigated through, or upon any or either of the said rivers, drains, becks, lodes,

cuts, or watercourses, and for varying or extinguishing all or some of the existing exemptions from payment of tolls, rates, or duties, or other rights and privileges, and for conferring other exemptions, rights, and privileges; and also for letting tolls on lease or otherwise, and for improving the securities of the creditors upon the present taxes, rates and tolls, or any of them; and for reducing or discharging by degrees the now subsisting debts contracted under the said Acts, and for the discharge by degrees of the debt to be contracted under the powers of the intended Act.

And notice is also given, that provisions are intended to be made in the said Bill, for making and executing sluices, aqueducts, culverts, bridges, banks, basins, laybys, quays, cuts, and hauling or towing paths, and for altering, enlarging, or diverting, existing roads or ways, upon or near or in anywise affecting any of the banks of the said main or other drains, cuts, or watercourses, to the hindrance or prejudice of the said drainage and navigation, and for making, constructing, or doing such other works as may be deemed requisite or expedient for the better drainage or improvement of the said several lands and grounds, or any parts thereof, and the navigation of the said rivers, drains, becks, lodes, cuts, and watercourses, and particularly for making basins, or laybys alongside the said Main Drain or South Forty Foot River, at or near Guterham's Cote, Donnington Bridge, Swineshead Bridge, and Clay Dike Bridge, or some or one of them.

And notice is hereby further given, that in the said Bill will be contained clauses or enactments for empowering the Black Sluice Commissioners, at their discretion, to contribute money, not exceeding some limited amounts, for or towards improving the condition of the river Glen and its outfall, so far as the state of that river, or of its outfall, can in any way affect the Black Sluice Drainage and Navigation; and also for or towards the improvement of Boston Haven and its outfall, so far as such improvement may affect the outfall by the Black Sluice; and for empowering the Black Sluice Commissioners to enter into such arrangements with the conservators for the time being of the Risegate Eau (which extends from the said Gosherton Clough, or the junction of the Hammond Beck and Twenty Foot Drain aforesaid, to the river Welland, through the parishes of Gosherton, Surfleet, Sutterton, Algarkirk, and Fosdyke, or some of them), for its adaptation, either at all times or only in emergencies as may be deemed expedient, to the drainage of the said lands and grounds, or of any parts thereof, due regard being had to the due preservation, as well of the said navigation, as of the outfall, by the said Black Sluice, and to defray the expenses, or to contribute towards the expenses of executing any works which it may be determined to execute for carrying any such arrangement into effect; and for empowering the said commissioners to subscribe for or towards any other works, or the enlargement or improvement of any other drains, easus, or watercourses which may tend to the improvement of the Black Sluice Drainage; and also for em-

powering the said commissioners to sell such portion or portions of the messuages, lands, tenements, and hereditaments now vested in them, (situate in or adjoining to any of the parishes, townships, hamlets, places, or lands aforesaid) as are not necessary to remain so vested for the purposes of or in connexion with the said drainage and navigation; and also for varying or altering any statutes, laws, customs, or usages, of any court of sewers, which may in anywise affect any of the works to be provided for by the said Bill.

Dated this sixth day of November, 1845.

Smith and Wilkinson, Solicitors,
Horbling, Lincolnshire.

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

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 fifth and sixth years of the reign of his late Majesty King William the Fourth, intituled, "An Act for making a railway from Merthyr Tydfil to Cardiff, to be called the Taff Vale Railway, with branches;" of another Act passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to enable the Taff Vale Railway Company to alter the line of the said railway, and the Act relating thereto, and to make additional branches;" of another Act passed in the third and fourth years of the same reign, intituled, "An Act to amend the Acts relating to the Taff Vale Railway;" and of another Act passed in the seventh and eighth years of the same reign, intituled, "An Act to amend the Acts relating to the Taff Vale Railway, to authorize the alteration of certain works thereby authorized, and the formation of additional works, and to enlarge the powers of the company;" and to authorize the construction and maintenance, by the Taff Vale Railway Company, of the branch railways and extensions hereinafter mentioned, or some of them, or some part or parts thereof respectively, with all proper works, approaches, and conveniences connected therewith, viz.; a railway in extension of the Rhondda branch of the Taff Vale Railway, commencing at or near the present termination thereof, in the parish of Llantrissant and county of Glamorgan, passing through the parishes, townships, extra-parochial, and other places of Llantrissant, Castella, Llanwynno otherwise Llanwono, and Ystrad-y-Fodwg, or some of them, in the county of Glamorgan, and terminating at or near to a farmhouse, called Ty-newdd, in the said parish of Ystrad-y-Fodwg; a branch railway, diverging from and out of the said last-mentioned intended railway, at or near to a farm-house called Porth, in the said parish of Llanwynno otherwise Llanwono, passing through the parishes, townships, and extra-parochial or other places of Llanwynno otherwise Llanwono and Llantrissant, or one of them, in the county of Glamorgan, and terminating at or near to the Cymmer Colliery, in the said parish of Llantrissant; and another

branch railway diverging from and out of the line of the said first-mentioned branch railway at or near the present termination thereof in the parish of Lantrissaint and county of Glamorgan, passing in or through the said parish of Lantrissaint, and terminating at or near the Cymmer Colliery in the same parish; also a railway diverging from and out of the said first-mentioned intended railway, at or near a certain farm called Lledau-Dŷ, in the parish of Ystrad-y-Fodwg, passing through the parishes of Ystrad-y-Fodwg and Lantrissaint, or one of them, and terminating in the said last-mentioned parish at or near a certain farm called Wain Atha; another branch railway diverging from the line of the said first-mentioned intended railway, also at or near the farm-house called Porth, in the said parish of Llanwynno, otherwise Llanwono, passing through the parishes, townships, and extra-parochial or other places of Llanwynno otherwise Llanwono, Ystrad-y-Fodwg, and Aberdare, or some of them, in the county of Glamorgan, and terminating in the said parish of Aberdare, near a certain farm-house called or known by the name of Ffaldau; another branch railway from and out of the main line of the Taff Vale Railway, at or near to a farm-house called Glyncoch, in the said parish of Llanwynno otherwise Llanwono, and passing through and terminating in the same parish at or near a certain waterfall called or known by the name of Pistill-gola; another branch railway diverging from and out of the main line of the Taff Vale Railway, in the said parish of Llanwynno or Llanwono, at or near the point of junction of the Llancaiach branch, passing through the parishes, townships, extra-parochial, and other places of Llanwynno otherwise Llanwono, Llanvabon otherwise Llanfabon, Merthyr Tydfil, and Gelligaer, or some of them, in the county of Glamorgan, and terminating in the parish of Gelligaer, near to a farm-house called Pwllglas, in the said parish of Merthyr Tydfil; another branch railway from and out of the line of the said last-mentioned intended branch railway, in the parishes of Llanfabon otherwise Llanvabon, and of Merthyr Tydfil, or one of them, at or near a certain place called or known by the name of Quaker's Yard, passing through the several parishes, townships, and extra-parochial or other places of Llanfabon otherwise Llanvabon, Merthyr Tydfil, and Gelligaer, or some of them, in the county of Glamorgan, and terminating at or near a certain public-house called or known as the Nelson, in the said parish of Llanfabon; another branch railway from and out of the Llancaiach branch of the Taff Vale Railway, at or near the present termination thereof, in the said parish of Llanfabon otherwise Llanvabon, and county of Glamorgan, and passing through the said parishes of Llanfabon and Gelligaer, and terminating in the said last-mentioned parish, at or near to a certain colliery belonging to Mr. David Lewis; another branch railway from and out of the main line of the Taff Vale Railway, at or near the bridge passing over the turnpike road between Cardiff and Newport, in the parish of Saint John the Baptist, Cardiff, and county of Glamorgan, and terminating at or near the Bute Ship-canal, on the east side

thereof, in the parish of Saint Mary Cardiff, and county of Glamorgan, and also certain branch railways, or sidings, with staiths and other conveniences, in the said parish of Saint Mary Cardiff, for the purpose of shipping and unshipping goods at the Bute Ship-canal.

And it is also intended, by such Act or Acts, to authorize an alteration of the Taff Vale Railway, within the parish of Llantwit Fardre, in the said county of Glamorgan, by converting the present tunnel in such parish into an open cutting.

And it is also intended, by such Act or Acts, to take power to alter or divert, or 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, branch 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, branch railways, alterations, and works, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to enable the Taff Vale Railway Company to raise a further sum of money, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties in respect of the use of the said intended works.

And it is further intended, by such Act or Acts, to enable the Taff Vale Railway Company to make arrangements with the Most Noble the Marquis of Bute for the use of the ship-canal, dock, basins, and other works connected therewith, belonging to the said Marquis, at the port of Cardiff, commonly called or known as the Bute Ship-canal, or any part or parts thereof, or to confirm and carry out such agreement or agreements as may be or may have been entered into between the said company and the said Marquis, in relation to the said ship-canal, docks, basins, and other works, and to levy tolls, rates, and duties in respect of the use thereof; and for the purposes aforesaid, to amend, alter, or repeal the powers and provisions of the several Acts relating to the said Bute Ship-canal, passed, respectively, in the first year of the reign of His late Majesty King William the Fourth, and the fourth year of the same reign; and to alter and vary the rates and tolls authorized to be taken by the said last-recited Acts, or either of them.

And notice is hereby further given, that maps or plans and sections of the said intended railways, branch railways, alterations, 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 Glamorgan, at his office in Cardiff; 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 branch 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.

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, an Act passed in the fifth year of the reign of His late Majesty King William the Fourth; an Act passed in the first year of the reign of Her present Majesty Queen Victoria; an Act passed in the second year of Her said Majesty; an Act passed in the fourth year of Her said Majesty; an Act passed in the fifth year of her said Majesty; and two other Acts severally passed in the eighth year of Her said Majesty; and two other Acts severally passed in the ninth year of Her said Majesty. And it is intended in the said Act or Acts, or in some other Act or Acts, to be applied for in the next session of Parliament, to insert powers authorising the London and South Western Railway Company to sell or demise the Guildford Junction Railway, and all the powers vested in the London and South Western Railway in reference thereto, to the Guildford, Chichester, Portsmouth, and Fareham Railway Company, for the incorporation of which last mentioned company an Act is intended to be applied for in the next session of Parliament; or to enter into any agreements or arrangements, or to carry into effect any agreements or arrangements already made, or to be hereafter made with the said last mentioned company with reference to the said Guildford Junction Railway, or the working and using the same, and in relation to the traffic thereof.

And notice is hereby further given, that in the said Act or Acts, or in some other Act or Acts, for which application may be made to Parliament in the said next session, powers will be contained for enabling the said London and South Western Railway Company, either jointly with any other company or parties, or separately, to purchase or rent, or lease, or hire, for a term of years, or in perpetuity, or to guarantee, construct, maintain, work, use, and manage, or subscribe money towards the construction, maintenance, and working of the several existing or intended railways hereinafter mentioned, and the several branches and works connected therewith, with some or one of them; that is to say:—

The Southampton and Dorchester Railway, and the Poole Branch thereof.

The Richmond Railway and the "Portsmouth Extension of the Brighton and Chichester Railway," which said three last-mentioned undertakings were severally authorised to be made by three several

Acts of Parliament relating thereto, respectively passed in the ninth year of the reign of Her present Majesty Queen Victoria.

And also the several contemplated lines of railway following:—

The Staines and Richmond Railway.

The Guildford, Chichester, Portsmouth, and Fareham Railway.

The London, Salisbury, and Yeovil Junction Railway.

The Exeter, Yeovil, and Dorchester Railway.

The Cornwall and Devon Central Railway; for the establishment of which five last-mentioned undertakings respectively, Acts of Parliament will be applied for in the ensuing session.

And with reference to and for the purposes aforesaid, powers will be contained in the said Act or Acts, or some of them, for which application is so intended to be made in the next session of Parliament aforesaid, for enabling the said London and South Western Railway Company, the Southampton and Dorchester Railway Company, the Richmond Railway Company, and the Brighton and Chichester Railway Company, and also all and singular the several companies to be incorporated for making and maintaining the said Staines and Richmond Railway, Guildford, Chichester, Portsmouth, and Fareham Railway, the London, Salisbury, and Yeovil Junction Railway, Exeter, Yeovil, and Dorchester Railway, Cornwall and Devon Central Railway, and all other companies and parties interested in the same several railways, or any of them, or any two or more of such several companies, and intended companies and persons, to enter into and make with the other and others, or any of the others of them, all necessary, proper, and convenient sales, purchases, leases, acts, assurances, conveyances, contracts, arrangements, and agreements, for carrying all or any of the purposes aforesaid into complete effect; and also powers for the said several companies, and intended companies, to raise capital for all or any of the purposes aforesaid, and to apply the same accordingly; and also powers for enabling all and every, or any one or more of the said several companies, and intended companies, herein-before mentioned, to levy tolls, rates, and duties upon or in respect of all and every, or any one or more of the said several railways and works herein-before mentioned or referred to, according to the several and respective interests of the said several companies and intended companies therein respectively, under any arrangement which may be entered into, and made between and amongst them; and also powers 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 also powers for all or some of the several purposes and objects aforesaid, to alter, amend, and enlarge the powers and provisions of the two several Acts of Parliament, relating severally to the said Southampton and Dorchester Railway, and the said Richmond Railway, severally passed in the ninth year of the reign of Her said present Majesty; and of two several Acts of Parliament relative to the Brighton and Chichester Railway and the Portsmouth Extension thereof, severally passed in the

eighth and ninth years of the reign of Her said present Majesty.

Dated this third day of November, 1845.

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

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to authorize the formation and maintainance of a railway, or railways, with all proper stations, erections, bridges, works, approaches, and conveniences connected therewith, to commence in the parish of Blisworth, in the county of Northampton, at or near the Blisworth Station of the London and Birmingham Railway, by one or more junctions with the line of the said London and Birmingham Railway, and to terminate in the parish of St. Mary Banbury, in the borough of Banbury, in the county of Oxford, which said proposed railway, or railways, works, and conveniences, are intended to pass and 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,) Blisworth, Gayton, Banbury Lane, Pattishall, Darlescote, or Darlscot, Eastcote, Ascote, Tiffield, Towcester, Caldcote otherwise Caldecote, Handley, Wood Burcote, Easton Neston, Hulcot, Showsley, Blakesley, Woodend, Greens Norton, Littleworth, Duncote, Field Burcote, Bengall, Potcote, Braden, Cold Higham, Slapton, Abthorpe, Charlock, or Challock, Foscoote, Wappenham, Astwell, Falcot, Syresham, Weedon Lois otherwise Loys Weedon, otherwise Weedon Pinkeney, Milthorpe, Weston, Helmdon otherwise Helmedon, Sulgrave, Stuchbury otherwise Stutesbury, Gretworth or Greatworth, Radstone, Marston St. 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 St. James, Halse, Warkworth, Overthorpe, Nethercote or Nethercott, Grimsbury, Easington, and part of Saint Mary Banbury, all in the county of Northampton; the borough of Banbury: Saint Mary Banbury, Nethercote, or Nethercott, Wickham otherwise Wykeham, Neethorp or Neithrop, Hardwick, and Calthorpe, all in the county of Oxford.

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, or railways 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 also powers for the levying of rates, tolls, and duties, in respect of the said proposed railway, or railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties. Also to vary or extinguish all rights and privileges connected with the lands and houses proposed to be taken, 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 duplicate plans and sections of the said intended railway and works, 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 Northampton, at his office in Northampton in the same county; and with the Clerk of the Peace for the county of Oxford, at his office at the County Hall, Oxford; 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, one thousand eight hundred and forty-five, with the parish clerk of each such parish at his place of abode.

And notice is also given, that it is intended to apply for powers in the said Act or Acts to enable the company or companies to be thereby incorporated, to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to the London and Birmingham Railway Company, or any other now existing or proposed railway company or companies, or persons with whose line the said intended railway may unite, and also to enter into such mutual agreements and arrangements with the said company specifically named, or any such other companies or persons as aforesaid, as may be necessary or expedient for carrying out the purposes and objects of the said railway and works, and also to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with the company hereinbefore specifically named, or any such other companies or persons. And also to delegate to the said company specifically named, or such other companies and persons as aforesaid the execution of all or any of the powers of the said intended Act or Acts, and to authorize the said several companies or persons, or any of them, out of their corporate or other funds, or otherwise, 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 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, or to guarantee to the company or companies proposed to be incorporated, such interest or profit upon their outlay as may be agreed upon, and to raise money for the several purposes aforesaid, or any of them.

Dated this thirty-first day of October, 1845.

N. Stevens and Fearon, 1, Grays-Inn-square, London; *Thomas Brooke Bridges Stevens*, Tamworth; Solicitors.

London, Staines, Ascot, and Reading Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or railways, with all proper and necessary works, approaches, and conveniences connected therewith, commencing by a junction with the Great Western Railway, at or near to the terminus of the said railway in the parishes of Saint Mary-le-bone and Saint Mary Paddington, in the county of Middlesex, or one of them, and terminating in the parishes of Saint Lawrence Reading, Saint Mary Reading, Saint Giles Reading, in the county of Berks, some or one of them, by a junction with the said Great Western Railway there. And also a branch railway, from and out of the said main line of railway, commencing in the township of New Brentford, in the parish of Hanwell, New Brentford, Brentford End and Isleworth, in the said county of Middlesex, some or one of them, and terminating at or near to Twickenham Park, in the parish of Twickenham, in the said county of Middlesex. And also an extension or continuation of the said branch railway from or near to a place called Chatham Lodge, in the parish of Twickenham in the said county of Middlesex, and terminating at Hampton in the said county; which said intended railway or railways, and the works connected therewith, and branch railway, and the extension or continuation respectively, is or are intended to be made in, and to pass from, in, through, or into the several parishes, townships, precincts, hamlets, extra-parochial and other places following, or some of them; that is to say, Saint Mary-le-bone, Saint Mary Paddington, Saint Margaret Westminster, Saint Mary Abbott Kensington, Brompton, Saint Paul Hammersmith, Fulham, Saint Mary Acton, East Acton, Saint Peter Chiswick, Chiswick, Turnham Green, New Brentford, Old Brentford, Brentford End, Hanwell, Saint Ann Kew, Ealing, Little Ealing, Heston, Isleworth, Wyke Green, Smallberry Green, Whitton, Dean, Hounslow, Lambton, Scratage, Sutton, Northhyde, Southall, Hatton, Norwood, Hayes, Cranford, Harlington, Harmondsworth, Stanwell, East Bedford, Staines, Ashford, Feltham, Laleham, Littleton, Hanworth, Sunbury, Twickenham, Hampton, Hampton Wick, Teddington in the county of Middlesex, Wyrardisbury, otherwise Wraysbury, in the county of Buckingham; Thorpe, Egham, Chobham, Walton-on-Thames, West Moulsey, East Moulsey, Ham, Petersham, Windlesham, Richmond, Thames Ditton, Kew, in the county of Surrey; Old Windsor, Sunninghill, Winkfield, Warfield,

Binfield, East Hampstead, Wokingham otherwise Oakingham, Wokingham Town otherwise Oakingham Town, Newland otherwise Newland in Hurst, King Street in Hurst, Sindlesham otherwise Sinsham in Hurst, Winnersh otherwise Winnirsh in Hurst, Hurst, Loddon Bridge, Woodley and Sandford, Early otherwise Earleigh, Sonning Town, Sonning, Whitley, Saint Giles Reading, Saint Mary Reading, Saint Lawrence Reading, in the county of Berks; Wokingham otherwise Oakingham, Wokingham Town otherwise Oakingham Town, in the county of Wilts; and Caversham, in the county of Oxford.

And notice is hereby further 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 thereto containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands and property, will be deposited for public inspection on or before the thirtieth day of November instant with the Clerk of the Peace for the county of Middlesex, at his office at the Session-house, Clerkenwell, in the said county of Middlesex, with the Clerk of the Peace for the said county of Surrey, at his office 1, North Street, Lambeth, in the said county of Surrey, with the Clerk of the Peace for the said county of Buckingham, at his office at Aylesbury, in the said county of Buckingham; with the Clerk of the Peace for the said county of Berks, at his office at Abingdon in the said county of Berks; and with the Clerk of the Peace for the said county of Oxford, at his office at Oxford, in the said county of Oxford; and that a copy of so much of the said plans, sections, and books of reference respectively as relates to each of the parishes from, in, through, or into, which the said intended works, or any of them will be made or pass, will be deposited on or before the thirty-first day of December in the present year with the parish clerk of each of the said parishes at his place of abode. And notice is hereby further 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, branch railway, extension, or continuation and works to such extent, as will be shown or defined on the said plans; and to stop up, alter, or divert such highways, turnpike and other roads, railways, passages, canals, arches, navigations, rivers, streams, brooks, and water-courses within the several parishes, townships, and extra parochial and other places aforesaid, as it may be necessary, to stop up, alter, or divert, for the purposes of constructing and maintaining the said proposed railway, branch railway, extension, or continuation and works connected therewith respectively, and it is further proposed in and by the said Act or Acts, to take powers to incorporate a company for carrying into effect the objects aforesaid, with full power to purchase and take lands, houses, tenements, and hereditaments by compulsion or agreement, for the purposes thereof, and for varying or extinguishing all rights and privileges, in any manner connected with such lands, houses, tenements, and hereditaments, and

for the levying of tolls, rates, and duties, for and in respect of the use of the said proposed railway, branch railway, extension, or continuation and works; and it is further proposed in and by the said Act or Acts to enable the company so to be incorporated as aforesaid to carry out any agreement or agreements, arrangement or arrangements which they may think proper or expedient for the sale, transfer, amalgamation or consolidation of the whole or any part of the said railway, branch railway, extension, or continuation or works, which may be authorized to be made under the provisions of the said intended Act or Acts, with any other company or companies, or person or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or companies, or person or persons, to purchase or rent, or to construct the works which may be so sold, let, or transferred, or leased to them, and to raise any funds or to contribute to the capital requisite for the construction of the said proposed railway, branch railway, extension or continuation and works; and to hold shares, or have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company, so to be incorporated as aforesaid, or on any portion thereof, and also to enable the said company to purchase or take a lease or leases, of any shares, rights, or interests in any other railway or railways, or any part or parts thereof respectively.

Dated this tenth day of November, 1845.

Bowden and Son, and John R. L. Walmisley,
Solicitors, 66, Aldermanbury.

Colchester and Cambridge 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, with all proper and necessary works, approaches, and conveniences connected therewith, commencing at or near the Hythe of Colchester, in the parish of Saint Leonard Colchester, in the county of Essex, and forming a junction with the Eastern Counties Railway, at or near to the station of the said railway at Colchester, in the parishes of Saint Botolph, Saint Michael, Mile-End, and Lexden, some or one of them, in the said county of Essex, from thence continuing along the line of the said Eastern Counties Railway to or near to a place called Lexden Lodge, in the parish of Lexden, in the said county of Essex; and from thence diverging and terminating by a junction with the Northern and Eastern Railway, at or near to the station of the said Northern and Eastern Railway, in the parishes of Great Shelford, Little Shelford, and Stapleford, or some or one of them, in the county of Cambridge; which said intended railway or railways, and the works connected therewith, is or are intended to be made in and to pass from, in through, or into, the several parishes, townships, precincts, hamlets, extra-parochial, and other places following, or some of them; that is to say, All Saints, Colchester, Saint Leonard, or the Hythe, Colchester; Greenstead, Saint James, Colchester; Saint Botolph, Colchester; Saint Michael, Mile-

End, Lexden, Great Tey, West Bergholt, Stanway, Aldham, Wormingford, Fordham, Mount Bures, Chapple, Earl's Colne, Wake's Colne, White Colne, Colne Engaine, Little Maplestead, Great Maplestead, Halstead, Sible Hedingham, Castle Hedingham, Gestingthorpe, Toppesfield, Great Yeldham, Little Yeldham, Tilbury juxta Clare, Ridgewell, Ashdon, Ovington, Ashen, Wix otherwise Wixoe, Birdbrook, Steeple Bumpstead, Helion Bumpstead, Great Chesterford, Sturmer, Haverhill, Keddington, Keddington Hamlet, Hadstock, Stockings, Waltons, Steventon-End alias Stenton-End, alias Bartlow-End, in the county of Essex; Keddington, Keddington Hamlet, Withersfield, Great Wrating, Little Wrating, Haverhill, Stoke by Clare, in the county of Suffolk; Shady Camps, Castle Camps, West Wickham Horseheath, Bartlow Linton, Balsham, Hildersham, Great Abington, Little Abington, Hinxton, Babraham, Pampisford, Sawston, Whittlesford, Stapleford, Little Shelford, Great Shelford, Hauxton, in the county of Cambridge. And notice is hereby further 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 thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, 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 Essex, at his office at Chelmsford, in the said county of Essex, with the Clerk of the Peace for the said county of Suffolk, at his office at Bury Saint Edmunds, in the said county of Suffolk, and with the Clerk of the Peace for the said county of Cambridge, at his office at Cambridge, in the said county of Cambridge. 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 proposed railway and works, or any of them will be made or pass, will be deposited on or before the thirty-first day of December in the present year, with the parish clerk of each of the said parishes at his place of abode.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to obtain powers to deviate in the construction of the said intended railway and works, to such extent as will be shown or defined on the said plans, and to stop up, alter, or divert such highways, turnpike and other roads, railways, passages, canals, arches, navigations, rivers, streams, brooks, and water-courses, within the several parishes, townships, and extra-parochial and other places aforesaid, as it may be necessary to stop up, alter, or divert, for the purposes of constructing and maintaining the said proposed railway and works connected therewith respectively.

And it is further proposed in and by the said Act or Acts to take powers to incorporate a company for carrying into effect the objects aforesaid, with full power to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes thereof, and for varying or extinguishing all rights and privileges in any

manner connected with such lands, houses, tenements, and hereditaments, and for the levying of tolls, rates, and duties for and in respect of the use of the said proposed railway and works.

And it is further proposed in and by the said Act or Acts to enable the company so to be incorporated as aforesaid to carry out any agreement or agreements, arrangement or arrangements, which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole or of any part of the said railway and works, which may be authorized to be made under the provisions of the said intended Act or Acts with any other company or companies, or person or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or companies, or person or persons, to purchase, or rent, or to construct the works which may be so sold, let, or transferred, or leased to them, and to raise any funds or to contribute to the capital requisite for the construction of the said proposed railway and works, and to hold shares or have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company so to be incorporated as aforesaid, or on any portion thereof, and also to enable the said company to purchase or take a lease or leases of any shares, rights, or interests in any other railway or railways, or any part or parts thereof respectively.

Dated this tenth day of November, 1845.

*Bowden and Son, and John R.
L. Walmisley, 66, Alder-
manbury,* } Solicitors.

Axholme, Gainsborough, Goole, and York and North Midland 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 or one of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith respectively (that is to say), a railway commencing at or near the west or south-west bank of the river Trent, in the parish of Saundby otherwise Saunby, in the county of Nottingham, near to the town and port of Gainsborough, in the parts of Lindsey, in the county of Lincoln, and terminating by a junction with the line of the Leeds and Selby Railway, in the parish or township of Selby, in the West Riding of the county of York, or at some intermediate point between the said two places, 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), Saundby otherwise Saunby, Trent Port, Bole, Beckingham, Walkeringham, Misterton, and West Stockwith, in the said county of Nottingham; West Stockwith, Ows-ton, Haxey, Langholme, Graiselound otherwise Craiselound, Eastlound, Westwoodside, High Burnham, Low Burnham, Nether Burnham, Epworth,

Carrside, Battle Green, Ellers, Belton, Belshaw, Carrhouse, West Gate, Woodhouse, Crowle, Hirst, Sandhill, Tetley, Crowle Wharf, Ealand, The Levels, Lovers' Grounds, Runlet Pit, The Moors, Luddington and Garthorpe in the parts of Lindsey, in the said county of Lincoln; Crowle, Runlet Pit, The Moors, Haldenby, Fockerby, Adlingfleet, Ousefleet, Ousefleet Grange, Highfields, Whitgift, Redness, Reedness, High Redness, Low Redness, Swinefleet, Paddock House, Mount Pleasant, Goole, Goole Fields, Goole Moors, Hook, Hook Grange, South Common, Armin, Airmyn, Armin Grange, Airmyn Grange, Rawcliffe, Rawcliffe Bridges, Rawcliffe Ings, Thorne, Thorne Waste, Thorne Moors, Thorne Common, Stainforth, Fishlake, Sykehouse, Hatfield, Haitefield, Snaith, Dowbellows, Carlton, Newland, Drax, Drax Abbey, Camblesforth, Camblesforth Grange, Brock Hall, Woodhouse, Barlow, Barlow Hagg, Barlow Grange, Barlow Common, Catbabbleton, Ivy House, Plumpton Park, Botany Bay, Stainer Hall, Brayton, Brayton Barf, Brayton Bridge, Bafham, Hambleton, Myrtle Grove, Longman Hills, and Selby, in the West Riding of the county of York.

A branch railway from and out of the said intended main line of Railway, commencing by a junction therewith in the parish of Beckingham, and terminating by a junction with the proposed Great Grimsby and Sheffield Junction Railway, in the parish of Bole, or at some intermediate point between the said two places, which said intended 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), Beckingham, Saundby otherwise Saunby, and Bole, all in the county of Nottingham.

And also another branch railway from and out of the said intended main line of railway, commencing with a junction therewith in the parish of Beckingham, in the county of Nottingham, and terminating at or near the Trent Port Inn, in the parish of Saundby otherwise Saunby, in the county of Nottingham, which said intended 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), Beckingham and Saundby otherwise Saunby, in the county of Nottingham. 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, main-

tenance, or use thereof, and to confer other rights and privileges.

And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant certain exemptions from such 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, branch railways and works, or any or either of them, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, and whether before or after the completion of the said railway, branch railways, and works, or any or either of them, to the York and North Midland Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway, branch railways, and works, or any or either of them, or any part thereof; and to construct, maintain, use, and work the same, and to levy and receive tolls, rates, and duties in respect 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 railways, and works, or 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 arrangements in reference thereto as may be mutually agreed on between the said York and North Midland Railway Company and the company which may be so incorporated as hereinbefore mentioned.

And it is further proposed by the said intended Act or Acts to authorize and empower the union and consolidation into one company of the company to be thereby incorporated and the York and North Midland Railway Company, and to vest in such consolidated company the railway, branch railways, and works, and the capital, stock, shares, property, estate, and effects, and all the rights, powers, and privileges now or hereafter to be vested in such two companies respectively, and to enable such consolidated company to construct, maintain, use, and work the said intended railway, branch railways, and works, and to levy and receive tolls, rates, and duties in respect thereof, and to grant exemptions therefrom, and to exercise and enjoy all such rights, powers, and privileges as aforesaid. And for the purposes aforesaid it is intended to alter, amend, and enlarge, or to repeal, some of the powers and provisions 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 late Majesty King William the Fourth, and in the first, fourth, seventh and eighth, and eighth and ninth years of the reign of Her present Majesty Queen Victoria. And it is also proposed by such intended Act or Acts to enable the said York and North Midland Railway Company to raise a further sum

of money for the purpose of carrying into effect the several purposes aforesaid, or some of them.

And notice is hereby further given, that maps or plans and sections of the said intended railway, branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 Nottingham, at his office in Newark-upon-Trent; with the Clerk of the Peace for the Parts of Lindsey in the county of Lincoln, at his office in Spilsby; and with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield; and that a copy of so much of the said 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 this sixth day of November, 1845.

Scott and Tahourdin, Richard Dawson, Heaton, Brackenbury, and Guy, Joint Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the making of a railway, with all proper roads, approaches, stations, works, and conveniences connected therewith, from the Southampton and Dorchester Railway, at Galton Heath or Moreton Heath, to the town of Weymouth, which said proposed railway will commence at, and proceed from, the said Southampton and Dorchester Railway, at or near to Galton Heath or Moreton Heath aforesaid, in the parishes of Moreton and Galton, or one of them, in the county of Dorset, and terminate at or near the Park in the parish of Melcomb Regis, in the same 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 Weymouth, Melcomb Regis within and without the borough of Weymouth, Radipole within and without the borough of Weymouth, Nottingham, Broadway, Upway, Elwell, Thornhill, Bincombe, Chalbury, Preston, Sutton Poyntz, Osmington, Upton, Poxwell, Broad Main, Friar Main, Warmwell, Watercombe, Holworth, South Holworth, West Chaldon, Ower Moyne otherwise Ower Moigne, Mount Skippett, Dick of the Banks otherwise Dike of the Banks, Galton, Tadnoll, Lower Fossil, Five Meers, Chaldon Herring, East Chaldon, Middle Fossil, Higher Fossil, Winfrith, Winfrith Newburgh, Portway, Moreton, East Knighton, West Burton, and East Burton, or some or one of them, all in the said county of Dorset.

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, one thousand eight hundred and forty-five, with the Clerk of the Peace for the said county of Dorset, at his office at Sherborne, 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, extra-parochial and other 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.

And notice is hereby further given, that in and by the said Act or Acts it is proposed to obtain powers to incorporate a Company, and to authorize such company to make and maintain the said railway and works, and also powers for the London and South Western Railway Company, and the Southampton and Dorchester Railway Company, or one of them, to make and maintain the same: and if the said railway and works shall be so made by any other company than the said London and South Western Railway Company, there will be contained powers in the said Act or Acts for authorizing the company or companies which shall from time to time be the proprietors of the said intended railway and works, to demise or sell the same, or any part thereof, to the London and South Western Railway Company, or to agree with the said last-mentioned company for the making, execution, maintenance, use, and working thereof, or any part thereof, and also to authorize the said London and South Western Railway Company to hire or purchase, or to make, execute, and maintain, use, and work, or to enter into any agreement for the making, execution, maintenance, use, and working of the said proposed railway and works, or any part thereof, and to take tolls, rates, and duties upon or in respect thereof; and powers will be contained in the said Act or Acts, so to be applied for as aforesaid, for all or any of the purposes aforesaid, to alter, amend, and enlarge the powers and provisions of the several Acts of Parliament 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 the powers and provisions of the Act of Parliament relating to the said Southampton and Dorchester Railway, passed in the ninth year of the reign of Her said present Majesty Queen Victoria.

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 an Act to make and maintain a railway, with all proper works and conveniences connected therewith, and approaches thereto, to commence at or near the north point of the harbour of Porthdynllaen, in the parish of Edern, in the county of Carnarvon, passing thence from, in, through, or into the several parishes, townships, and extra parochial and other places of Porthdynllaen, Edern, Garswyll, Llandudwen, Ceidio, Boduan or Bodvean-in-Lley, Llanfilangel, Bachellaeth, Llannor, Peurbos Dyneio Pwllhelli, Abèrrech Llanarmon, Llanybi, Llanystndwy, Crnccaeth or Cruccieth, Treflys, Penmorfa and Ynyscynhaiarn, or some of them, in the said county of Carnarvon, and terminating at or near Portmadoc, in the said parish of Ynyscynhaiarn, in the said county of Carnarvon, or proceeding thence, from, in, through, or into the several parishes, townships, and extra-parochial and other places of Llanfrothen, Llanfihangel-y-traeth, Llandecwyn, Maentwrog, Ffestiniog, Tralmsfynydd, Llanycil or Llanykil, Llanfor, Llanderfel, Llandrillo Llangynog, or some of them, in the county of Merioneth, and terminating at or near Bala, in the parish of Llanycil or Llanykil, in the said county of Merioneth. 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 notice is further given, that it is intended to apply for powers to be granted by the said Act to authorise 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 to the extent defined thereon. And notice is further given, that it is intended by the said Act to incorporate a company for the purpose of making and carrying into effect the said intended railway or railways, and to obtain powers for the compulsory purchase of lands, houses, tenements, and hereditaments, and to levy tolls, rates, and duties on or for, and in respect of the use of the said railway or railways, 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 Act 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 such railway or railways, works, and conveniences, or which in any manner 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 and other roads, paths, streams, waters, and canals within the said counties, parishes, and extra-parochial or other places, or some or one of them as it may be necessary to divert, alter, or stop up for the purposes of such railway or railways. And notice is hereby further given, that duplicate plans and sections describing the lines, levels, and situation of the said intended railway or railways and approaches and works, and the lands and hereditaments required to be taken for the purposes thereof, together with the books of reference thereto respectively, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such 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 Carnarvon, at his office in the town of Carnarvon; and with the Clerk of the Peace for the county of Merioneth, at his office in the town of Dolgelly in the said county of Merioneth; and that on or before the thirty-first day of December, a copy of so much of the plans and sections and books of reference as relate to each of the several parishes in or through which the said railway or railways, approaches, and works, or any part thereof, are intended to be made or maintained, will be deposited for public inspection with the parish clerks of each of such several parishes.

Dated this tenth day of November, 1845.

Aylesbury and Thame Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for making and maintaining the railway hereinafter mentioned, with all necessary and convenient stations, sidings, tunnels, bridges, viaducts, warehouses, offices, yards, erections, roads, communications, approaches, conveniences, and all other proper works connected with and to the said railway, (that is to say,) The line of such railway commencing either by a separate and independent terminus, at or near the present terminus of the Aylesbury Railway, situate in the parish of Aylesbury, in the county of Buckingham, or by a junction there with the said Aylesbury Railway, passing thence from, through, or into the several parishes, townships, hamlets, liberties, extra-parochial, and other places of Aylesbury, Aylesbury with Walton, Bierton, Bierton with Broughton, Stoke Mandeville, Hartwell, Sedrup otherwise Southwarp, Stone, Stone with Bishopstone, Great Kimble, Little Kimble, Marsh, Kimble Wick, Dinton, Dinton with Ford and Upton, Aston Mullens, Westlington, Moreton, Waldridge, Princes Risborough, Aston Sandford, Haddenham, Kingsey, Cuddington, and Long Crendon, or some of them, all in the county of Buckingham; and also from, through, or into the several parishes, townships, hamlets, liberties, extra-parochial, and other places of Thame, Thame with New Thame, Old Thame, Priest-end, Moreton, North Weston, and Thame Park, or some of them, in the county of Oxford; and terminating at the town of Thame, in the said county of Oxford, in or

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near a certain field called The Cuttle, situate near to or adjoining the turnpike road leading from Thame to Oxford.

And it is intended by the said Act to incorporate a company for executing the said proposed undertaking, and also to insert powers in the said Act to deviate in the construction of the said railway, from the line or situation thereof, as laid down on the plans deposited as hereinafter mentioned, to the extent shown or defined on the said plans, and to alter or divert, 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, hamlets, liberties, town lands, or extra-parochial and other places aforesaid, or some of them, as may be required to be diverted or altered, stopped up, cut off, or crossed for the purposes of such railway. And also powers authorizing junctions with any other railway or railways at their commencement or termination, or in the line or course of such railway, in the several parishes, townships, hamlets, liberties, extra-parochial and other places aforesaid, or some of them.

And it is also intended by the said Act 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, houses and buildings respectively, or which can in any manner impede or interfere with the execution of the aforesaid works; and also powers to levy tolls, rates, and duties in respect of the use of such proposed railway 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 so to be incorporated as aforesaid shall seem meet.

And it is further intended to take powers by the said Act, to enable the Company to be incorporated thereby as aforesaid, to let on lease or sell the said intended railway and other works, or any part or parts thereof, to, and to enable the London and Birmingham Railway Company to purchase, or rent, and use, and work the said intended railway and works, or any part or parts thereof respectively, 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 on the said Company, thereby intended to be incorporated in connexion therewith.

And for all or any of the purposes aforesaid, it is intended to apply for powers by the said Act, to authorize the said London and Birmingham 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, to authorize the Company so to be incorporated as aforesaid, and the said London and Birmingham 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 works. And also to carry into effect and confirm any agreement or arrangement made, or hereafter to be made, between the companies last aforesaid, for or in respect of the traffic passing or which may pass on their respective lines of railway.

And notice is hereby further given, that for all, or some of the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts relating to the said London and Birmingham Railway Company, passed respectively in the third year of the reign of King William the Fourth; and in the Sessions of Parliament held in the fifth and sixth years of the same reign, and in the first and in the second years of Her present Majesty Queen Victoria, and in the Sessions of Parliament held in the fifth and sixth years of the same reign, and in the sixth year of the same reign, and in the Sessions of Parliament held in the sixth and seventh, and eighth and ninth years of the same reign.

And notice is hereby also given, that duplicate plans and sections, describing the line and situation of the whole of the works, and the lands in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall 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, 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 Buckingham, at his office in the town of Aylesbury, in the same county, and with the Clerk of the Peace for the county of Oxford, at his office in Oxford.

And that 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, or any part thereof, are intended to be made or maintained, together with the book of reference thereto, will be deposited for public inspection, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the respective places of abode of such parish clerks.

Dated this seventh day of November, 1845.

William Meyrick, 2, Furnival's Inn.

James James, Aylesbury.

Solicitors for the Bill.

Newcastle and Leeds 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 or railways, together with all proper and necessary stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, commencing at or near to a field belonging to the Marquis of Aylesbury, occupied by Francis Clark, in the township of Wath, in the parish of Wath, in the North Riding of the county of York, by a junction there with the Parliamentary line of the

Leeds and Thirsk Railway, and terminating in or near to a field called Broken Back Field, belonging to the Lord Bishop of Durham, occupied by Thomas Robson, as tenant to Francis Johnson the lessee thereof, situate in the township and parish of Saint Andrew Auckland, in the county of Durham, there to form a junction with the projected Northumberland and Lancashire Junction Railway, or an independent terminus; and which said intended railway and works will pass, or be made from, through, or into the several parishes, townships, townlands, hamlets, liberties, and extra-parochial and other places, or some of them, that is to say:—Wath (parish), Wath (township), Melmerby, Middleton, Middleton Quernhow or Quernhow, Norton Conyers, Kirklington, Kirklington with Upsland, East Tanfield, Sutton-with-Howgray or Sutton Howgrave, Thornborough, Upsland or Uplands, Bury Hill, West Tanfield (parish), West Tanfield (township), Binsoe, Nosterfield, Pickhill, Pickhill-cum-Roxby, Holme, Ainderby Quernhow, Sinderby Howe, Roxby Topcliffe (parish), Baldersby Topcliffe (township), Well (parish), Snape Well (township), Burniston (parish), Swainby with Allerthorpe, Theakstone, Carthorpe, Gatenby, Leeming Newton and Exelby (township), Leeming Burniston (township), Allerthorpe, Londonderry, Thorp, Perrow, Kirkby Wiske (parish), Newby Wiske, Maunby Kirkby Wiske (township), Thornton Watlass (parish), Rookwith Thornton Watlass (township), Ainderby Steeple (parish), Morton-upon-Swale Ainderby Steeple (township), Warlaby, Fareholme, Bedale (parish), Bedale (township), Burrell-cum-Cowling, Aiskew or Askew, Crake Hall, Great Crake Hall, Little Crake Hall, Langthorne, Firby, Rand, Grange, Patrick Brompton (parish), Patrick Brompton (township), Newton-le-Willows, Hornby (parish), Hornby (township), Ainderby, Miers with Holtby, Arrathorne, Hackforth, Scotton, Tunstall, Scruton (parish), Scruton (township), Kirkby Fleetham (parish), Kirkby Fleetham (township), Great Fencod or Fencote, Little Fencod or Fencote, Great Langton (parish), Great Langton (township), Little Langton, Catterick (parish), Catterick (township), Appleton, East Appleton, West Appleton, Scorton, Tunstall, Scorton, Ellerton-upon-Swale, Hipswell, Hudswell, Colbourn or Colburn, Brough, Killerby, Bolton-upon-Swale, Whitwell, Sleggill, Waitwith, Saint Martin, Uckerby, Dounholme or Downham (parish), Dounholme or Downham (township), Easby (parish), Easby (township), Skeeby, Aske, Brompton-upon-Swale, Richmond in the borough of Richmond and parish of Richmond, Richmond (township), Middleton Tyas, Middleton Tyas with Kneeton, Moulton, Kirkby, Ravenshaw or Ravensworth, Ravensworth, Washton Croft (parish), Dalton-upon-Tees Croft (township), Stapleton, Gargles, Great Smeaton, East Cowton (parish), East Cowton (township), Gilling (parish), Gilling (township), North Cowton, South Cowton, Forcett, Barforth, Sedbury, Hartforth, Eppleby, Melsonby (parish), Melsonby (township), Hangbank, Barton, Barton Saint Cuthbert, Newton, Morrell, Stapleton, Barton Saint Mary, Saint John Stanwick (parish), Saint John Stanwick (township), Caldwell, Aldborough,

East Layton, Cleasby (parish), Cleasby (township), Forcett (parish), Forcett (township), Barforth, Rennyson, Manfield (parish), Manfield (township), and Cliffe, all in the said North Riding of the county of York; Coniscliffe, High Coniscliffe, Low Coniscliffe, Carlbury, High Carlbury, Darlington (parish), Darlington (township), Archdeacon, Newton, Cockerton, Blackwell, Oxneyfield, Winston (parish), Winston (township), Haughton-le-Skerne, Haughton, Barmpton, Great Burdon, Coatham, Mundeville, Whessoe, Hurworth (parish), Hurworth (township), Neasham, Heighington (parish), Heighington (township), Walworth, Killerby, Coatsawmoor, Redworth, Midderidge, Grange, Gainford, Bolam, Houghton-le-Side, Langton, Cleatham, Headlam, Summerhouse, Pierce Bridge, Denton, Morton, Tynemouth, Gainford (parish), Gainford (township), Cockfield (parish), Cockfield (township), Woodland Staindrop (parish), Cleatham Staindrop (township), Raby and Keverstone, Hilton, Wakerfield, Ingleton, Saint Andrew Auckland (parish), Saint Andrew Auckland (township), Saint Helen Auckland, West Auckland, Shildon, Newton, Capp, Bishop Auckland, Evenwood and Barony Evenwood, East Thickley, Elden Midderidge, Grange Royal Oak, Escombe Pollards Lauds, borough of Auckland, Newgate in Auckland, and Bondgate in Auckland, all in the said county of Durham. And notice is hereby also given, that duplicate plans and sections of the said proposed railway or railways and works, with books of reference thereto, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the North Riding of the county of York, at his office at Northallerton; also with the Clerk of the Peace for the county of Durham, at his office at Durham.

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 his place of abode.

And notice is hereby also given, that it is intended to apply to Parliament for power to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinbefore mentioned or referred to; and also to cross, divert, alter, or stop up all such turnpike-roads, parish-roads, and other highways, streams, sewers, canals, navigations, railways, and tram-roads within the parishes, townships, townlands, hamlets, liberties, 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, or any of them, or the works, stations, and conveniences connected therewith respectively.

And also to authorize a junction or junctions of the said proposed railway or railways, with any railway or railways at their commencement or commencements, termination or terminations, or in the line or course of such railway or railways respec-

tively, and with powers also to sell or lease such railway or railways to any railway company, or other company, and to enable such company or companies to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connexion therewith, and to enter into such arrangements as may seem expedient, or to amalgamate and become incorporated with such company, or otherwise, to purchase or rent, and to use and to work the railway and works belonging to any such company, and to enable any such company to sell or lease the same.

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, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments necessary for the making and completion of the said undertaking, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the object aforesaid; and also to levy tolls, rates, and 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 seventh day of November, 1845.

Dickson and Overbury, 4, Frederick's-place, Old Jewry, London; and *Edward John Teale*, Leeds, Solicitors for the said Bill.

Trent Valley Continuation, and Holyhead Junction 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 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 Grand Junction Railway, in the parish of Castle otherwise Castle Church, in the county of Stafford, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Castle otherwise Castle Church, Forebridge, Seighford parish, Doxey otherwise Aston and Doxey, Aston otherwise Aston and Doxey, Seighford township, Derrington, Coton, Clanford, Bradley, Ranton otherwise Ronton, the extra-parochial place of Ranton otherwise Ronton Monastery, Ellenhall, Eccleshall parish, Walton, Wootton, Horseley, Eccleshall township, Pershall, Sugnall Magna, Sugnall Parva, Croxton, Broughton, Charnes, Gnosall, Knightley, Adbaston parish, Bishop's Offley, Tunstall, Knighton, Adbaston township, Drayton in Hales, Hales, Almington, Bloor, or some of them, all in the county of Stafford; Cheswardine, Chipnal, Drayton in

Hales, Betton, Drayton Magna, Drayton Parva, Longslow, Adderley, Spoonley, Moreton Say parish, Stych-and-Woodlands, Longford, Moreton Say township, Bletchley, Calverhall, Prees, Corra otherwise Calverhall, Willaston, Millenheath, Ightfield, Whitchurch parish, Ash Parva, Ash Magna, Edgeley, Black Park, Broughall, Alkington, Tilstock, Dodington, Whitchurch township, or some of them, all in the county of Salop; Malpas, Iscoyd, Hanmer, Tybroughton, Willington, Worthenbury Threapwood, Bangor parish, Bangor township, Wrexham, Abenbury-Fechan, Hope, Shordley, Estyn, Caergwle, Rhanberfedd, Mold parish, Hartsheath, Leeswood, Bistre, Mold township, Argoed, Broncoed, Llwyn-Egrin, Gwysauey, Gwernafield, Hendre-Biffa, Trydden, Nerquis, Arddynwent, Northop parish, Golstyn, Leadbrook Minor, Leadbrook Major, Kelsterton, Soughton, Wepre, Northop township, Caerfallwch, Halkin, Lyganywern, Lyganyllan, Hendrefigllt, Cilcen, Llysdianhunedd, Trellynau, Dolvechlas, Cefn, Llys-y-coed, Llan in the parish of Cilcen, Maesgroes, Nannerch, Cwn, Llan in the parish of Nannerch, Trebuchan, Ysceifiog, Gellilyfrdy, Trefraith, Prysau, Garnedwen, Battingan, Trelanissaf, Trelan-uchaf, Caerwys, Bryngwyn-issaf, Bryngwyn-uchaf, Trefedwin, Tre-yr-dre, Bodfarry, Gwninger, Nantgwilim, Hendre, Llan in the parish of Bodfarry, Tremerechion, Bryngwyn, Graig, Maenefa, Llan in the parish of Tremerechion, Bachegraig, Saint Asaph, Pengwern, Bodelwyddan, Vaenol, Cyrcynan, Rhyllon, Bodeugan, Cilowen, Gwernigron, Brynpolyn, Talar, Gwernglefryd, Cwm, Pwllhalog, Marrian, Plasyn Cwm, Pentre-Cwm, Isglan, Uwchglan, Rhyddlan, Brynywal, Rhydorddwy, Rhyl, Trellewelyn, Brynhedydd Cefn-dû, Pentre Yscawen, Brynbychan, Criccin, or some of them, all in the county of Flint; Bangor, Sesswick, Pickhill, Marchwiell parish, Marchwiell township, Sontley, Wrexham, Abenbury-Vawr, Wrexham Regis, Wrexham Abbott, Acton, Stansty, Gresford, Gwersyllt, Llay, Hope, Hope-Owen, Cummaw, Nannerch, Penbedw, Bodfarry, Maesmynan, Aberwheeler, Tregochissaf, Tregochuchaf, Geinas, Penuchaf, Henllan, Erriviatt, Llan, Park, Rhanhir, Uwchcaeron, Bannister uchaf, Bannister issaf, Treganol, Rhanfawr, Lleweny-issaf, Lleweny-uchaf, Saint Asaph, Wigfair, Meriadog, Saint George, Meifod, Dinorben, Cagydog Abergele parish, Sirrior, Penrhindulas, Nantissaf, Nantuchaf, Abergele township, Dolganned, Bodorynissaf, Bodorynuchaf, Brynfanigle, Garthgogo, Botegwel, Hendre-issaf, Hendreuchaf, Hendregyda, Towynissaf, Towynuchaf, Gwrych, or some of them, all in the county of Denbigh, and terminating by a Junction with the proposed Chester and Holyhead Railway, in the said parish of Abergele; or for power to construct some portion or portions of such railway as may hereafter be determined on. And also for 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 Tremerechion, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places of Saint Asaph, Tre-

merchion, Bachegraig, Llan, in the parish of Tremerechion, Maenefa, Graig, Bryngwyn, Bodfarry, Llan, in the parish of Bodfarry; Hendre, Nantgwilim, Gwninger, or some of them, all in the county of Flint; Henllan, Lleweny-uchaf, Llewenyissaf, Rhanfawr, Rhanhir Bannister uchaf, Park, Llan, in the parish of Henllan, Erriviatt, Bannister issaf, Treganol, Uwchcaeron, Denbigh, Lower Township, Middle Township, Upper Township, Whitchurch, Llanrhaiadr in Cinmerch, Llwyn, Llech, Llan, in the parish of Llanrhaiadr in Cinmerch, Segrwydydd-issaf, Segrwydydd-uchaf, Cliciedig-uchaf, Cliciedig-ganol, Cliciedig-issaf, Cader, Trefydd-Bychain, Llanynys, Maesmancymro, Bachymbyd, Bryncaredig, Ysceibion, Trefechan, Rhydonen, Llanfwrog, Cilygroeslwyd, Penycoed, Bodynharad, Street, Llanychan parish, Rhos, in the parish of Llanychan; Llanychan township, Ruthin, Llanrhydd, Llanrhydd-uchaf, Llanrhydd-issaf, or some of them, all in the said county of Denbigh, and terminating in the said parishes of Llanfwrog, Ruthin, and Llanynys, some or one of them, or for power to construct some portion or portions of such branch railway as may hereafter be determined on. And also power to construct 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 Saint Asaph, in the said county of Flint, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial, or other places of Saint Asaph, Pengwern, Bodelwyddan, and Vaenol, or some of them, in the said county of Flint; Abergele, Towyn-issaf, Towyn-uchaf, and Bodoryn, or some of them, all in the said county of Denbigh, and ending by means of two terminations in the said parish of Abergele, one of such terminations being by means of a junction with the said proposed Chester and Holyhead Railway, and the other of such terminations adjoining or near to Foryd, in the said parish; or for power to construct some portion or portions of such last-mentioned 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 railways, any 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 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 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 railways, 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 respective offices of the several Clerks of the Peace for the counties following, (that is to say) at the office of the Clerk of the Peace for the county of Stafford, at the town of Stafford; at the office of the Clerk of the Peace for the county of Salop, at Shrewsbury; at the office of the Clerk of the Peace for the county of Flint at Mold; and at the office of the Clerk of the Peace for the county of Denbigh at Ruthin.

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 railways, or any or either of them will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this fourth day of November, 1845.

Hull Terrell, 30, Basinghall Street, London,
Solicitor.

Enfield and Edmonton 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 making and maintaining of a railway, with all proper tunnels, bridges, works, and conveniences, connected therewith, commencing by a junction or junctions with the Northern and Eastern Counties Railway, at or near the Edmonton Station, in the parish of Edmonton, in the county of Middlesex, and passing from, in, through, or into the said parish of Edmonton and the parish of Enfield, in the county of Middlesex, and terminating at or near the town of Enfield, in the said parish of Enfield, and county of Middlesex, between a certain high road or lane there, called Nag's Head lane, and a certain turnpike road or lane there, called London-lane.

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 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 certain Acts of Parliament relating to the Northern and Eastern Counties Railway,

made and passed respectively in the seventh year of the reign of his late Majesty, King William the Fourth, and in the third, fourth, fifth, seventh, and eighth years respectively, of the reign of Her present Majesty, or to repeal, alter, vary, amend, enlarge, and extend the powers and provisions of a certain Act of Parliament relating to the said Northern and Eastern Counties Railway, or the Eastern Counties Railway, made and passed in the eighth year of the reign of Her present Majesty; and of any subsequent Act or Acts relating to the Northern and Eastern Counties Railway, or Eastern Counties Railway, respectively, so far as may be necessary.

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, and otherwise 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 said Northern and Eastern Counties Railway Company, the Eastern Counties 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, or either of them, upon such terms and conditions as may be mutually agreed upon, and to enable the said Northern and Eastern Counties Railway Company, the Eastern Counties Railway Company, or any 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 aforesaid, relating to the said Northern and Eastern Counties Railway and Eastern Counties Railway, respectively, so far as may be necessary.

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 towns, parishes, chapelries, townships, hamlets, townlands, and 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 a book 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 twenty-ninth day of November in the present year, with the clerk of the peace for the said county of Middlesex, at his office at Clerkenwell, in the said county, and that a copy of so much of the said plans, and sections, and book 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.

Dated this eighth day of November, 1845.

W. B. James, 5, Basinghall-street, Solicitor.
Parratt and Walmisley, House of Lords,
Railway Agents.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act for establishing and incorporating a company for the purpose of better supplying with water the inhabitants of the town and borough of Warrington; that is to say, of Warrington in the parish of Warrington and county of Lancaster, and of Latchford, in the parish of Grappenhall and county of Chester, and of the several townships, hamlets, or places, of Appleton, Hull-with-Appleton, Walton Inferior otherwise Lower Walton, Stockton Heath, and Wilderspool, or some of them, in the said county of Chester; and for effectuating such purpose, to enable the said company to take and collect water from certain lands, springs, brooks, and streams, situate within the said townships, some or one of them; or within the townships of Thelwall, Grappenhall,

Hatton, Stretton, Walton Superior otherwise Higher Walton, or Acton Grange, in the said county of Chester, some or one of them, and to make and maintain a reservoir or reservoirs, together with aqueducts, mains, pipes, drains, sluices, channels, and all other necessary works and conveniences for conveying water to and from the said reservoir or reservoirs, and other works, and for supplying the several townships or places firstly hereinbefore mentioned with the same, and which said reservoir or reservoirs, aqueducts, and other works will be situate in, or pass from, through, over, or into the several parishes, townships, hamlets, or places of Great Budworth, Appleton, Hatton, Stretton, Grappenhall, Hull-with-Appleton, Runcorn, Daresbury, Acton Grange, Stockton Heath, Walton Superior otherwise Higher Walton, Walton Inferior otherwise Lower Walton, Wilderspool, Thelwall, and Latchford, or some of them, in the said county of Chester, and the said parish and township of Warrington, in the said county of Lancaster.

And in the said Act it is intended to apply for powers enabling the said company to levy rates, and to charge and take rents for such supply of water as aforesaid from the inhabitants and other persons supplied therewith. And it is intended also to apply for the powers usually conferred for the compulsory purchase of any lands, houses, and other property (plans of which will be deposited as hereinafter mentioned), which would in any manner interfere with the construction and maintenance of the aforesaid reservoir or reservoirs, aqueducts, or other works, or be required for the purposes thereof, and to vary or extinguish any existing rights or privileges, if necessary, for the purposes aforesaid, and to confer other rights and privileges. And it is intended also to apply for powers enabling the said company, at any time after the passing of the said Act, by agreement, to sell and dispose of the said water works, and all their interest therein, and the rights and privileges so to be conferred upon them by the said intended Act, to the commissioners of police of the said town or borough of Warrington for the time being, upon such terms and conditions as may be mutually agreed upon between the said parties.

And notice is hereby further given, that plans and sections of the intended reservoir or reservoirs, water-courses, aqueducts, and other works connected therewith, and the lands to be taken for the purposes thereof, together with a book of reference thereto, will be deposited for public inspection at the offices of the respective Clerks of the Peace for the said county of Lancaster, at Preston, and for the said county of Chester, at Chester, on or before the thirtieth day of November instant; and that a copy of so much of the said plans, sections, and book of reference, as relates to each of the parishes in or through which the said works are intended to be made, will be deposited with the parish clerk of each such parish on or before the thirty-first day of December next.

Dated the sixth day of November, 1845.

Nicholson and Sons, Solicitors, Warrington,

London and Manchester Direct Independent
Railway.

(Remington's Line.)

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 making and maintaining of a railway, or some part or parts thereof, with proper works and conveniences connected therewith, and approaches thereto, commencing at or near King's Cross, in the parishes of Saint Pancras, Saint Mary Islington, and Saint James Clerkenwell, or one or more of them, in the county of Middlesex, and terminating in the parish of Manchester, in the county of Lancaster, and passing from, in, through, or into the following parishes, townships, townlands, and extra-parochial and other places; (that is to say), Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Pentonville, Holloway, Highbury, Ball's Pond, Newington Green, Highgate, Hornsey, Saint Mary Hornsey, Crouch End, Fortis Green, Muswell Hill, Stroud Green, Tottenham, Edmonton, Southgate, Fryern Barnet, Colney Hatch, Winchmore Hill, Whetstone, Christchurch, Hadley, Monken Hadley, Enfield, Botany Bay, Bull's Cross, Enfield Chase, Enfield Highway, Ponder's End, South Mimms, Knightsland, Potters Bar, or some of them, all in the county of Middlesex; Chipping Barnet, High Barnet, Totteridge, East Barnet, North Mimms, Ridge, Shenley, Saint Stephen, Saint Peter, Saint Albans, Saint Michael, Tittenhanger, Sleep, Smallford, Sleep and Smallford, Windridge, Sandridge, Park, London Colney, Wheathampstead, Hamwell, Marford, Harpenden, Redbourn, Hexton, Caddington, or some of them, all in the liberty of Saint Albans and county of Hertford, or one of them; Luton, East Hyde, West Hyde, Limbury, Limbury-cum-Biscott, Legrave, Lightgrave, Stopsley, Little Brammingham, Great Brammingham, Streatley, Sparkenhoe, Sharpenhoe, Barton, Barton-in-the-Clay, Sundon, Harlington, Higham Gobion, Pulloxhill, Silsoe, Flitton, Flitton-cum-Silsoe, Flitwick, Maulden, Ampthill, Millbrook, Houghton, Houghton Conquest, Wilshampstead, Elstow, Cardington, Caddington, Great Falds, East Cotts, Westonning, Cotton End, Greenfield, Harrowden, Fenlake, Ware Hedges, Montague Wood, How End, Chapel End, Kempston, Kempston Hardwick, Houghton Thickethorne, Wootton, Saint John Bedford, Saint John's Hospital Bedford, Saint John the Baptist Bedford, Saint Lloyd Bedford, Saint Mary Bedford, Cauldwell Bedford, Cauldwell Priory Bedford, Saint Cuthbert Bedford, Saint Peter Bedford, Saint Peter Martin Bedford, Saint Paul Bedford, Saint Paul cum Saint Lloyd Bedford, Bedford, Biddenham, Bromham, Clapham, Milton Ernest, Milton Earnest, Oakley, Stevington, Steventon, Pavingham, Pavenham, Felmersham, Radwell, Shitlington, Shillington, Harrold, Bletsoe, Shornbrook, Sharnbrook, Colworth, Colworth Farm, Odell, Souldrop, Knotting, Notting, Wollaston, Wymington, Wymington, Puddington, Poddington, Hinwick, Wollaston, Farndish, or some of them, all in the county of Bedford; Wollaston,

Farndish, Thorp Underwood, Great Cransley, Cransley Parva, Glendon, Rushden, Isham, Duddington, Doddington, Great Doddington, Irchester, Wellingborough, Wilby, Irthlingborough, Higham Ferrers, Higham Park, Finedon, Thingdon, Great Harrowden, Little Harrowden, Orlingbury, Burton Latimer, Knuston, Stanwick, Pitchley, Pytchley, Barton Seagrave, Kettering, Weekley, Broughton, Boughton, Lamport, Hanging Houghton, Loddington, Thorpe Malsor, Orton, Rothwell, Rushton, Rushton All Saints and Saint Peter, Pipewell, Harrington, Desborough, Draughton, Wilbarston, Braybook, Arthingworth, Chapel Brampton, Church Brampton, Brampton Ash, Dingley, Great Oxenden, Little Oxenden, East Farndon, Sutton Basset, Little Bowden, Saint Mary in Arden, Saint Nicholas, Thorpe Lubbenham, Marston Trussell, or some of them, all in the county of Northampton; Market Harborough, Great Bowden, Foxton, Lubbenham, Stanton Wyville, Stanton Wyville, Gumley, Saddington, Langton, Church Langton, Tur Langton, Thorpe Langton, West Langton, East Langton, Shangton, Kibworth, Kibworth Harcourt, Kibworth Beauchamp, Smeeton Westerby, Smeeton Westoby, Smeeton Westerly, Fleckney, Carlton Curlieu, Burton Overy, Glen Magna, Great Glen, Great Stretton, Stretton Magna, Stretton, King's Norton, Little Stretton, Stretton Parva, Westow, Kilby, Oadby, Oatby, Newton Harcourt, Wigston Magna, Great Wigston, Thurnby, Stoughton, Evington, Willesley, Knighton, Aylestone, Lubbisthorpe, Leicester, Leicester Forest, All Saints Leicester, Saint Margaret Leicester, Bishop's Fee, Saint Mary Leicester, Saint Leonard Leicester, Saint Martin Leicester, Saint Nicholas Leicester, Westcott's Dannelts Hall, Bromkingsthorpe, Leicester Abbey Liberty, Castle View, The Newarks, The Newarke, New Found Pool, New Parks, Freak's Ground, The White Friars Leicester, The Black Friars Leicester, Augustine Friars Leicester, South Fields, Countersthorpe, Bisby, Poston, Barron's Park, Braunstone, Braunstone Frith, Kirby Frith, Glenfield, Glenfield Frith, Glen Parva, Desford, Newton Unthank, Botcheston, Bocheston, Groby, Grooby, Kirby Muxloe, Ratby, Bagworth, Stanton under Bardon, Thornton, Nailstone, Barton-in-the-Beans, Donnington and Hugglescote, Hugglescote, Ibstock Donnington, Donnington-on-the-Heath, Ibstock, Ibstock, Ravenstone, Normanton Heath, Normanton-on-the-Heath, Snibston, Packington, Moira, Ashby-de-la-Zouch, Blackfordby, Alton Grange, Castle Gresley, Anstey Pastures, Ashby Wolds, Ashby Wolds, Whitwick, Swannington, Caldwell, Seal, Nether Seal, Seal Nether, Over Seal, Seal Over, Seal and Over Seal, Seals Over and Nether, Donisthorpe, Oakthorpe, or some of them, all in the county of Leicester; Ravenstone, Packington, Ashby de la Zouch, Cauldwell, Stanton and New Hall, Newall, Stanton, Stapenhill, Donisthorpe, Oakthorpe, Measham, Swadlincote, Drake- low, Linton, Church Gresley, Castle Gresley, Willesley, Blackfordby, Sudbury, Doveridge, Dove-bridge, Fauld, Fauld and Broughton, Broughton, West Broughton, Eaton, Sed saw, Burton-upon-Trent, Winshill, Ovinshill, Scropton, Foston, Chil-

cote, or some of them, all in the county of Derby; Burton-upon-Trent, Burton Extra, Rolleston, Rolleston, Annesley, Anslow, Ansley, Tutbury, Branson, Branstone, Stretton, Horninglow, Horninglow with Wetmoor, Hanbury Wood End, Hanbury, Coton, Coton-in-the-Clay, Thorney Lane, Hore Cross, Newborough, Stubby Lane, Draycott-in-the-Clay, Fauld, Moreton, Marchington Woodlands, Marchington, Draycott-in-the-Moors, Uttoxeter Woodlands, Uttoxeter Proper, Stramshall, Woodlands, Alton, Stramshall with Creighton, Crackmarsh, Crakemars, Creighton, Uttoxeter, Oakamore, Church Leigh, Dodsley, Painley Hill, Middleton Green, Upper Nobutt, Lower Nobutt, Upper and Lower Nobutt, Withington, Lower Leigh, Upper Leigh, Leigh, Deadman's Green, Fole, Hollington, Madely Holme, Checkley, Tean, Lower Tean, Upper Tean, Brookestone, Huntley, Cheadle Mill, Cheadle Grange, Cheadle, Woodbank, Endon with Longsdon and Stanley, Endon, Stanley, Whiston, Whiston Eaves, Kingsley, Hazle Cross, Kingsley Holt, Bank Top, Lees, Eaves Ford, Morrage, Morridge, Morridge-with-Fox, Hollins, Fox, Fox in Ipstones, Fox, Fox in Checkley, Ipstones, Ibstone, Horton and Horton Hay, Horton, Blackwood, Crowborough, Chedleton, Chedleton, Consall, Cunsall, Bramshall, Bromshall, Basford, Rownall, Cellar Head, Cloud Wood, Longsdon, Bradnop, Rudyard, Rudyerd, Rudyerd and Caudery, Rudlowe, Heaton, Leek Frith, Meer Brook, Lowe, Leek and Lowe, The Boundary Lands, Onecot, Onecoat, Onecote, Leek, Rushton, Rushton Town, Harper's Gate, Pool End, Basford Green, New Basford, Old Basford, White's Bridge, Harracles, Nab Hill, West Wood, Moslee, Ashcombe, Felthouse, Woodlands, Belmont, Froggall, Booth, Rushton James, Rushton Marsh, Woodhouse Green, Rushton Spencer, Stanley, Tittisworth, or some of them, all in the county of Stafford; Pownall Fee, Fulshaw, Marton, Siddington, Rainow, Harrop, Saltersford, Wincle, Potshrigley, Bollington, Gawsworth, Chorley, Hough and Deau Row, Bollinfee, Wilmslow, Fallybroome, Fallibroome, Henbury with Pexhall, Hurdsfield, Mottram Saint Andrew, Norbury, Kettles, Hulme, Lyme, Handley, Titherington, Tytherington, Butley, Butley-cum-Newton, Capesthorpe, Chelford, Eaton, Prestbury, Upton, Wild Boar Clough, Poynton, Pointon, Worth, Woodford, Macclesfield, Macclesfield Forest, Newton, Adlington, Birtles, Sutton, Higher Sutton, Sulton Higher, Withington, Lower Withington, Old Withington, North Rode, Bosley, Bosly, Lea Bosley, Bosley Lea, Cheadle, Hulme, Handforth-cum-Bosden, Handforth-cum-Boxden, Cheadle Mosley, Cheadle Moseley, Cheadle Bulkley, Cheadle, Bramhall, Bramall, Stockport, Etchells, Stockport Etchells, Bredbury, Brinnington, Disley, Disley Stanley, Northen, Northenden, Northerden, Northen Etchells, Northenden Etchells, Etchells in Northen, Hyde, Marple, Norbury, Offerton, Romilly, Chadkirk, Torkington, Worneth, or some of them, all in the county of Chester; Cheadle Mosley, Cheadle Moseley, Heaton Norris, Didsbury, Burnage, Birch, Stretford, Chorlton cum Hardy, Levenshulme, Gorton, Rushulme,

Rusholme, Withington, Moss Side, Ardwick, Chorlton upon Medlock, Greenheys, Hulme, Manchester, or some of them, all in the county of Lancaster. And also to authorize the construction and maintenance of a branch railway, or some part or parts thereof, with proper works and conveniences, and approaches thereto, *diverging from the said railway*, in or near the parish of Pulloxhill, in the county of Bedford, and terminating at or near Hitchin, in the parish of Hitchin, in the county of Hertford, and passing from, in, through, or into the following parishes, townships, townlands, and extra-parochial and other places; that is to say,—Pulloxhill, Upbury, Gagmansbury, Silsoe, Shittington, Shillington, Holywell, Holwell, Lower Stondon, or some of them, all in the county of Bedford; Ickleford, Pirton, Hitchin, or some of them, all in the county of Hertford. And also to authorize the construction and maintenance of another branch railway, or some part or parts thereof, with proper works and conveniences, and approaches thereto, *diverging from the said first-mentioned railway*, in or near the parish of Harpenden, in the county of Hertford, and terminating at or near Hatfield, otherwise Bishop's Hatfield, in the parish of Hatfield, otherwise Bishop's Hatfield, in the said county of Hertford, and passing from, in, through, or into the following parishes, townships, townlands, and extra-parochial and other places; that is to say, Harpenden, Wheathampstead, Hamwell, Lower Beech Hyde, Cromer Hyde, Stanborough, Ayott Saint Peter, Ayott Saint Lawrence, Kimpton, Sandridge, Digswell, Hatfield, Bishop's Hatfield, or some of them, all in the county of Hertford. And also to authorize the construction and maintenance of another branch railway, or some part or parts thereof, with proper works and conveniences, and approaches thereto, *diverging from the said first-mentioned railway*, in the parish of Checkley, in the county of Stafford, and terminating at or near Crewe, in the parishes of Barthomley and Coppenhall, or one of them, in the county of Chester, and passing from, in, through, or into the following parishes, townships, townlands, and extra-parochial and other places; that is to say,—Checkley, Tean, Upper Tean, Lower Tean, Checkley and Tean, Cheadle, Huntley, Draycott in the Moors, Dilhorne, Forsbrook, Blythe Marsh, Blyth Marsh, Stone, Normincote, Normincott, Stallington, Tittensor, Fulford, Olton Retreat, Beech, Darlaston, Hilderstone, Walton, Caversall, Weston Coyney, Adderley Green, Wherrington, Hulme, Weston Coyney and Hulme, Cellar Head, Stoke upon Trent, Longton Laue End, Fenton Culvert, Great Fenton Culvert, Great Fenton, Bucknall cum Bagnall, Boothan, Penkull, Penkull with Boothan, Fenton Vivian, Little Fenton Vivian, Little Fenton, Shelton, Hanley, North Wood, Sea-bridge, Botteslow, Clayton, Wolstanton, Hanford, Butterton, Chatterley, Ranscliffe, Ravenscliff, Rainscliff, Tunstall, Rainscliff Tunstall, Brieryhurst, Brerehurst, Great and Little Shell, Chesterton, Knutton, Oldcott, Stadmoreslow, Thursfield, Wedgwood, Burslem, Rushton Grange, Sneyd, Hilton Abbey, Dale Hall, Longport, Audley, Talk o' th' Hill, Talk on the Hill, Bignell End, Signal

End, Eardley End, Halmer End, Halmor End, Knowl End, Park End, Lane Delph, Fenton, Etruria, or some of them, all in the county of Stafford; Lawton, Church Lawton, Barthomley, Alsager, Haslington, Church Coppenthal, Coppenthal, Monk's Coppenthal, Crewe, or some of them, all in the county of Chester; and also to authorize the construction and maintenance of an extension of the said first mentioned railway, or some part or parts thereof, with proper works and conveniences, commencing in the said parish of Saint Mary Islington, and terminating in the parishes of Saint Andrew Holborn, Saint Bridget or Saint Bride, and Saint Sepulchre, in the city of London and county of Middlesex, or one of them, and passing from, in, through, or into the following parishes, townships, townlands, and extra-parochial and other places; (that is to say,) Saint Mary Islington, Saint Pancras, Saint John Clerkenwell, Saint James Clerkenwell, the liberty of Saffron-hill, Hatton-garden, and Ely Rents, Ely-place Liberty, Saint Andrew Holborn, Saint Sepulchre, Saint Martin Ludgate, and Saint Bridget, or Saint Bride's Fleet-street, or some of them, all in the county of Middlesex and city of London, or one of them; and also to authorize the construction and maintenance of a branch railway, diverging from the said first mentioned railway, at or near the hamlet of Castle Gresley in the parish of Church Gresley in the county of Derby, and terminating at Swadlincote Collieries and Newall Collieries or one or both of them, in the said parish of Church Gresley in the said county of Derby, and passing from, in, through, or into the following parishes, townships, and extra-parochial and other places, (that is to say,) Castle Gresley, Church Gresley, Drakelow, Linton, Stanton and Newall, Stapenhill, Swadlincote, Oakthorpe, Donnithorpe, or some of them, all in the county of Derby and county of Leicester or one of them.

And it is intended that powers in such Act or Acts to construct stations, communications, works, and other conveniences, in the several parishes, townships, townlands, and extra-parochial and other places before mentioned, or some of them, for the working and using the said railway and branch railways; and also to authorize junctions with any railway or railways at the commencement or termination or in the line or course of the said railway and branch railways, as before described, in the several parishes, townships, and extra-parochial places aforesaid; and in the said Act or Acts powers will be applied for to deviate from the line or lines laid down on the plans 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 branch railways.

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 branch railways respectively, 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 it is also intended by such Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the said intended railway and branch railways and other works, and all other the purposes and objects aforesaid.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branch railways, 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 office of the Clerk of the Peace for the city of London, at the Sessions House, Old Bailey, in the said city of London; at the office of the Clerk of the Peace for the county of Middlesex, at Clerkenwell, in the said county of Middlesex; at the office of the Clerk of the Peace for the county of Hertford, at Saint Albans, in the said county of Hertford; at the office of the Clerk of the Peace for the liberty of Saint Albans, at Saint Albans aforesaid; at the office of the Clerk of the Peace for the county of Bedford, at Bedford, in the said county of Bedford; at the office of the Clerk of the Peace for the county of Northampton, at Northampton, in the said county of Northampton; at the office of the Clerk of the Peace for the county of Leicester, at Leicester, in the said county of Leicester; at the office of the Clerk of the Peace for the county of Derby, at Chesterfield, in the said county of Derby; at the office of the Clerk of the Peace for the county of Stafford, at Stafford, in the said county of Stafford; at the office of the Clerk of the Peace for the county of Chester, at Chester, in the said county of Chester; at the office of the Clerk of the Peace for the county of Lancaster, at Preston, in the said county of Lancaster; at the office of the Clerk of the Peace for the borough of Manchester, at Manchester in the said county of Lancaster: and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and branch railways and works, or any part thereof, are or is intended to be made, will be deposited on or before the thirty-first day of December next with the parish clerks of the said respective parishes.

Dated this tenth day of November, 1845.

Stephen and Hutchinson.
R. H. Wilson.
R. B. B. Cobbett.
Wm. Rogers.

3, Furnival's Inn, London.

The Great Northern and Southern Direct Railway
from Huddersfield to Derby.

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 entitled the Great Northern and Southern Direct Railway from Huddersfield to Derby, with proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with the Huddersfield and Sheffield Junction Railway, in the parish of Almondbury, in the county of York, and terminating at or near the town of Derby, in the county of Derby, by a junction with the proposed line of the Rugby, Derby, and Manchester Railway, or by a junction with the line of the Midland Railway, North Branch late North Midland, and passing from, in, through or into the several parishes, townships, extra-parochial and other places following, or some of them; that is to say, Honley, Thurstonland, Wooddale, Cartworth, Kirkburton, Holmfirth, Holme Bridge, Holme Austonley, and Bradfield, in the West Riding of the county of York; Woodhead, Tintwistle, and Mottram-in-Longdendale, in the county palatine of Chester; Glossop, Hope Woodlands, Hope, Derwent, Ashopton, Bamford, Outseats, Hathersage, Fernilee, Nether Padley, Offerton, Aston, Thornhill, Bradwell, Brough, Shatton, Highlow, Eyam, Eyam Woodlands, Froggatt, Stoke, Stoney Middleton, Curbar, Calver, Great Longstone, Little Longstone, Bubnell, Baslow, Rowland, Pilsley, Hassop, Chatsworth, Caltan Lees, Edensor, Beeley, Bakewell, Brushfield, Upper Haddon, Haddon, Harthill, Rowsley, Great Rowsley, Little Rowsley, Youlgreave, Middleton by Youlgreave, Stanton, Darley near Matlock, Darley Dale, Tansley, Birchover, Wensley, Snitterton, Winster, Matlock, Matlock Bath, Bonsall, Dethick-cum-Lea, Dethick Lea, Holloway, Cromford, Middleton-by-Wirksworth, Middleton, Wirksworth, Hopton, Callow, Alderwasley, Crich, Ashleyhay, Kirk Ireton, Idridgehay, Biggin, Ireton Wood, Turnditch, Intake-Chapel, Shottle, Postern, Hazlewood, Belper, Windley, Ravensdale Park, Mugginton, Weston Underwood, Duffield, Little Eaton, Kedleston, Quarndon otherwise Quorndon, Breadsall, Allestre, Darley near Derby, Darley Abbey, Little Chester, Kirk Langley, Meynell Langley, Mackworth, Markeaton, Radbourne, Mickleover, Littleover, Normanton near Derby, Osmaston near Derby, Litchurch, Derby, Saint Werburgh, Saint Peter, and Saint Alkmund, All Saints, and Saint Michael, in the county of Derby, and Saint Werburgh, Saint Peter, Saint Alkmund, All Saints, and Saint Michael, in the borough of Derby, in the said county of Derby.

And also a branch railway from the said intended railway, commencing in the said parish of Glossop, in the county of Derby, and terminating by a junction with the Manchester, Ashton-under-Lyne, and Sheffield Railway, in the said parish of Glossop, in the county of Derby, and passing from, in, through or into the several parishes, townships, extra-parochial, and other places, following, or some

or one of them, that is to say, Glossop, in the county of Derby; Woodhead, Tintwistle, and Mottram in Longdendale, in the county palatine of Chester.

And it is proposed, in and by the said intended Act or Acts, to incorporate a company or companies, with powers to make and maintain the said railway, and branch 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, 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 branch and works: and to deviate in the construction of the said railway and branch from the lines thereof, as shown on the plans hereinafter mentioned, to the extent which shall be defined on the same, and with powers to levy tolls, rates and duties, in respect of the use of the said railway and branch, or either of them, 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 and branch, or either of them, 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 the said company or companies to be thereby incorporated, to let on lease, sell, or transfer to any company or companies now or hereafter existing, the said intended railway and branch, 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 such last mentioned company or companies to purchase, rent, or construct the said intended railway and branch, or either of them, and to raise any sum 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 and levels of the said intended railway and branch respectively, and the situation of the lands proposed to be taken for the purposes of the same, together with a book of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, 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 West Riding of the county of York, at his office in Wakefield, with the Clerk of the Peace for the county palatine 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 with the Clerk of the Peace for the borough of Derby, at his Office in Derby, in the county of Derby; 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 intended railway, branch, and works respectively are proposed to pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this first day of November, 1845.

Battye and Clay, Huddersfield.
John Moss, Derby.

NOTICE is hereby given, that application will be made to Parliament in the next session for leave to bring in a Bill to make, lay out, and construct a new street or way to lead from the Queen's-road, in the borough of Brighton, in the county of Sussex, to North-street, in the said borough, and which said street or way will commence at a point nearly opposite the Feathers Tavern, in Queen's-road aforesaid, and will terminate at a point between Bond-street and King-street, and nearly opposite the "Brighton Guardian" newspaper office in North-street, in the said borough.

And notice is hereby further given, that it is intended to apply for powers in the said Bill to cross, divert, alter, or stop up, whether temporarily or permanently, and also whether temporarily or permanently to raise or lower the present levels of, and to erect archways, bridges, or viaducts over all such highways, streets, lanes, sewers, passages, and places, within the said parish, as it may be necessary to divert, alter, or stop up, or the levels of which it may be necessary to raise or lower, or over which it may be necessary to erect archways, bridges, or viaducts for the purposes of the said new street or way.

And notice is hereby further given, that duplicate plans of such new street or way and works, together with books of reference thereto, will 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, 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 the said plans, together with a book of reference thereto, will be deposited with the parish clerk of the said parish of Brighton, at his place of abode.

And notice is hereby further given, that it is intended by the said Bill to apply for powers to incorporate a company, or to enable commissioners to be appointed by the said Bill to carry the same into execution, and to confer other rights and privileges on the said company or commissioners, and to take lands and houses, by compulsion or otherwise, for the purposes of the said street or way, and to such extent on both sides thereof as may be considered necessary for the carrying the same into full and complete effect, 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.

Dated this seventh day of November, 1845.

Ewen Evershed, 151, North-street,
Brighton, Solicitor.

NOTICE is hereby given, that application is about to be made to Parliament in the next session, for an Act to incorporate and establish a company, called "The Merchant Traders' Ship Loan and Insurance Association," and to enable such association to sue or be sued in the name of any director or officer of the said association for the time being, and to enable such association as a corporation to underwrite any vessel or vessels, freights, or earnings by freight, cargoes, or other goods, or any share, or shares of, and in any vessel or vessels, freight, or earnings by freight, cargoes, or other goods, together or separately, and to grant policies of insurance thereon at such rates, premiums, and charges of insurance as they may think proper, and to insure any vessel or vessels, freights, earnings by freight, cargoes, or other goods, or any share or shares therein respectively, whether such vessel or vessels be lying in dock, harbour, or roadstead, or in any other place whatsoever, against damage by fire, conjointly with or apart from, any other risks, and to insure bottomry and respondentia bonds, and to take upon themselves all such other risks of insurance applicable to vessels, their freights and cargoes, as such association may think fit, and also to enable such association to advance any sum or sums of money to ship-builders, ship-owners, ship factors, agents, or others by way of mortgage, loan, charge, or otherwise, upon the security of any vessel or vessels, or share or shares of and in any vessel or vessels, or upon the freights, cargoes, or earnings by freight of any vessel or vessels, or any share or shares therein respectively, and also for power for the said association, or for any trustees, director, officer, factor, or agent, on their behalf, to receive freights, or cargoes, or earnings by freight, or any share or shares therein respectively, either in the United Kingdom of Great Britain and Ireland, its colonies and dependencies, or in any foreign port or ports, or to become seised or possessed as mortgagees, or otherwise, of any vessel or vessels, freights, or cargoes, or earnings by freight, or other property, or any share or shares therein respectively, or to purchase or dispose of any vessel or vessels, freights, or cargoes, or earnings by freight, or other property, or any share or shares therein respectively, by public auction or private contract, or in such other manner as such association may deem expedient, and also to enable the said association, or any trustees, director, officer, factor, or agent, on their behalf, to receive any vessel or vessels, freights, or earnings by freight, or cargoes, or any other property, or any share or shares therein respectively, either for themselves or as consignees, for sale or otherwise; and it is also intended by such Act to confer other rights and privileges upon the said "Merchant Traders' Ship Loan and Insurance Association."

Dated this tenth day of November, 1845.

John Watson, junior, 10, Henrietta-street,
Covent-garden, Solicitor to the Bill.
Witness, *W. Wood*, 36, Bruton-
street, Berkeley-square.

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 in the parishes of Hailsham and Folkington, or one of them, in the County of Sussex, by a junction with the Brighton, Lewes, and Hastings Railway, at or near the intended Eastbourne and Hailsham Station of the said Railway, and terminating at or near the town or towns of Eastbourne and Southbourne, or one of them, in the parish of Eastbourne aforesaid, or terminating at some intermediate point, within some or one of the parishes and townships 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), Hailsham, Hellingly, Hurstmonceux, Arlington, Wilmington, Folkington otherwise Fekynton otherwise Foynkington otherwise Fowington, Lillington, Lullington, Willingdon, Jevington, Friston, Eastdean, Westham, Pevensey otherwise Poevensea otherwise Pevensel otherwise Pevenes otherwise Pemsey, and Eastbourne, all in the county of Sussex: And also one other railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Brighton, Lewes, and Hastings Railway, at or near Southerham Corner, in the parish of South Malling, in the county of Sussex, and terminating at or near Seaford, in the parish of Seaford, in the said county of Sussex, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, in the county of Sussex aforesaid, 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), Saint John the Baptist Southover, All Saints Lewes, Saint Michael Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, the precincts of the Castle of Lewes, Saint John under the Castle of Lewes, South Malling Cliffe otherwise Saint Thomas-à-Becket, Glynd, Beddingham, Ringmer, West Firle, Kingstone otherwise Kingston, Tarring Nivelle otherwise Tarring Nevelle, Iford, Aldfriston otherwise Alfriston, Rodmill, otherwise Ramelle otherwise Rademeld otherwise Rademell, South Heighton otherwise Heighton Denton, Southease otherwise Suisse otherwise Suthys otherwise Souesse, Bishopstone, Telscombe otherwise Titelscombe otherwise Titelscombe, Blatchington otherwise East Blatchington, Piddinghoe, Seaford, and Newhaven otherwise Meeching, all in the county of Sussex: Also a branch railway from and out of the line of the said last-mentioned intended railway, commencing at or near Newhaven otherwise Meeching, in the parish of Newhaven, otherwise Meeching or Denton, in the county of Sussex aforesaid, or one of them, and terminating at or near the harbour of Newhaven, in the parish of Newhaven otherwise Meeching

aforesaid, in the county of Sussex aforesaid, which said intended 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), Saint John the Baptist, Southover, All Saints Lewes, Saint Michael Lewes, Saint Peter and Saint Mary Westout otherwise Saint Ann Lewes, the precincts of the Castle of Lewes, Saint John under the Castle of Lewes, South Malling Cliffe otherwise Saint Thomas-à-Becket, Glynd, Beddingham, Ringmer, West Firle, Kingstone otherwise Kingston, Tarring Nivelle otherwise Tarring Nevelle, Iford Aldfriston otherwise Alfriston, Rodmill otherwise Ramelle otherwise Rademeld otherwise Rademell, South Heighton otherwise Heighton Denton, Southease otherwise Suisse otherwise Suthys otherwise Souesse, Bishopstone, Telscombe otherwise Titelscombe otherwise Titelscombe, Blatchington otherwise East Blatchington, Piddinghoe, Seaford, and Newhaven otherwise Meeching, all in the county of Sussex: And also one other railway, with all proper works, approaches, and conveniences connected therewith, commencing in the parishes of Hailsham and Folkington, or one of them, in the county of Sussex, by a junction with the Brighton, Lewes, and Hastings Railway, at or near the intended Eastbourne and Hailsham Station of the said Railway, and terminating in the parish of Hailsham, in the said county of Sussex, at or near the schoolhouse, lying on the south side of the town of Hailsham, in the said county of Sussex, or terminating at some intermediate point within some or one of the parishes and townships 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), Hailsham, Folkington, Willingdon, and Westham, all in the said county of Sussex: And also to make an alteration or deviation in the line of the said Brighton, Lewes, and Hastings Railway, with all proper works, stations, approaches, and conveniences connected therewith, such alteration or deviation commencing by a junction with the said Brighton, Lewes, and Hastings Railway at or near to a certain road or way called the Cockshut-lane, in the parish of Saint John the Baptist, Southover, in the county of Sussex, and terminating by a junction with the said Brighton, Lewes, and Hastings Railway in or near a certain field or parcel of land in the said parish of Saint John the Baptist, Southover, lately belonging to William Smith, and in the occupation of David Cooke, and now belonging to and in the occupation of the said Brighton, Lewes, and Hastings Railway Company, which said intended alteration, deviation, or new line of railway, and the works connected therewith, will pass from, in, through or into, or be situate within the several parishes of Saint John the Baptist, Southover, and All Saints in Lewes, all in the said county of Sussex: And also to make an alteration or deviation in the line of the Keymer Branch of the said Brighton, Lewes, and Hastings

Railway, with all proper works, approaches, and conveniences connected therewith, such alteration or deviation to commence by a junction with the Keymer Branch Railway in or near to a certain garden situate in the parish of Saint Michael, in Lewes, in the said county of Sussex, belonging to Samuel Tomkins, and in the occupation of William Polhill Kell, and to pass from, through, or into the said several parishes of Saint Michael, in Lewes, Saint John the Baptist Southover, and All Saints, in Lewes, all in the said county of Sussex, or some of them, and to terminate by a junction with the line of the said Brighton, Lewes, and Hastings Railway, as proposed to be altered or deviated as aforesaid, in or near to a certain field or parcel of land in the said parish of All Saints in Lewes, belonging to Burwood Godlee, and in the occupation of the said Brighton, Lewes, and Hastings Railway Company.

And it is further intended by such Act or Acts to take power to abandon all such parts of the present lines or intended lines of the said Brighton, Lewes, and Hastings Railway, and Keymer Branch Railway respectively, as may be rendered unnecessary by the proposed alterations or deviations; and also to sell and dispose of any lands purchased or agreed to be purchased for the purpose of constructing any parts of the said railway and works, rendered unnecessary as aforesaid; and it is also proposed to authorize certain alterations of the levels of the said Brighton, Lewes, and Hastings Railway, and Keymer Branch Railway respectively, and the works connected therewith, and the mode of construction thereof, as authorized by the several Acts relating thereto passed respectively in the Sessions of Parliament held in the seventh and eighth, and in the eighth and ninth years of the reign of her present Majesty, within the said several parishes of Saint John the Baptist, Southover, Saint Michael in Lewes, and All Saints in Lewes, or some or one of them, to such extent as will be shown in the plans and sections to be deposited as hereinafter mentioned.

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 railways, deviations, alterations, and works, or any of them.

And it is also intended by such Act or Acts either to enable the London and Brighton Railway Company, and the Brighton, Lewes, and Hastings Railway Company, or one of them, either to carry into effect the said intended undertakings, deviations, alterations, and works, or any or either of them, or otherwise, to incorporate a company for the purpose of carrying the same, or any of them, into effect, and to take powers for the purchase of and 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 undertakings, deviations, alterations, and works, or any or either 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 further intended by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let, and transfer the said intended railways, or any or either 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 said London and Brighton Railway Company, and to the Brighton, Lewes, and Hastings Railway Company, or one of them, and to enable the said last-mentioned companies respectively, or either of them, to purchase or rent the said intended railways, or any or either 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, or any or either of them, or any part or parts thereof, 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 on between them; and for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first, and in the sixth and seventh, and 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 Brighton, Lewes, and Hastings Railway, passed respectively in the sessions of Parliament held in the seventh and eighth and in the eighth and ninth years of the reign of her said Majesty.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railways, alterations, deviations, 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 Sussex, at his office in Lewes, 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, alterations, deviations 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 first day of November, 1845.

Sutton, Ewens, Ommanney, and Prudence,
Basinghall-street, London,
George and Henry Faithfull, Brighton,
Arthur R. Briggs, Lewes, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a Railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near the town of Newbury, in the parish of Newbury, in the county of Berks, and terminating at or near the town of Hungerford, in the parish of Hungerford, in the said county of Berks, or terminating at some intermediate point within some or one of the parishes and townships 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: Thatcham, Greenham, Shaw-cum-Donnington, Newbury, Sandlesford, Enborne, East Woodhay, West Woodhay, Speen, Marsh Benham, Churchspeen, Speenhamland, Bagnor Woodspen, Bexford, Hampstead Marshall, Wickham Welford, Hoe Benham, Kintbury Titcombe, Inglewood, Templeton, Denford, Avington, Great Walcot, Little Walcot, Eddington with Hidden, Sanden Fee, Inkpen, West Shalborne, Shalborne, and Hungerford, all in the county of Berks; Chilton, otherwise Chilton Foliatt, Great Bedwin, Little Bedwin, Chisbury, Ham, Foxfield, Churnham, Street, Little Cot, and Hungerford, all in the county of Wilts. 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 also intended by such Act or Acts to incorporate a Company for the purpose of carrying the same into effect, and to take powers for the purchase of lands 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, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway, or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to any company or person, or companies, or persons, and to enable the said last-mentioned companies or persons respectively, or either of them, to purchase or rent the said intended railway, 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 generally

to enable the said companies or persons respectively to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between them. And notice is hereby further given, that maps or plans, and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans 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 Berks, at his office in Abingdon, in the same county, and with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in the said county of Wilts, and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of those parishes respectively, at their respective residences.

Dated this first day of November, 1845.

Sutton, Ewens, Ommanney, and Prudence,
Basinghall-street, London, Solicitors.

Great West of England, or South Western and
Exeter Extension Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to make and maintain a railway, with proper works and conveniences connected therewith, commencing by a junction with the London and South Western Railway, in the parish of Worling, in the county of Southampton, and terminating by a junction with the Bristol and Exeter Railway, in the parish of West Moncton, in the county of Somerset; and also a branch railway from the said first-mentioned railway, commencing in the parishes of Mottisfont otherwise Mottson, Broughton, and King's Sombourn otherwise King's Somborne, or some or one of them, in the said county of Southampton, and terminating by a junction with the said London and South Western Railway, in the parish of King's Worthy, in the same county; which said railway and branch railway is or are intended to pass through or into the several parishes, townships, and extra-parochial or other places of Worling, Basingstoke, East Ham, West Ham, Cliddesden, Winslade, Kempshot otherwise Kempshott, Eastrop otherwise Eastrope, Basing, Sherborne Saint John otherwise East Sherborne, Monk's Sherborne and West Sherborne, Woodgarston, Chineham, Farleigh Wallop, Wootton Saint Lawrence, East Oakley, Hannington, Ibworth otherwise Ebbworth, Newfoundland, Stoney Heath, Mallsanger, Tangiers, Sheardown, Manydown, Somerdown, Upper Wootton, Ramsdale, Church Oakley, Hall Place, Clarcken Green, Dean otherwise Deane, Steventon, North Waltham, Ash otherwise Ashe, Ash Warren, South Litchfield, North Oakley, Kingsclere, Overton, Southington, Polhampton otherwise Poolhampton, Quidhampton,

Laverstock otherwise Laverstoke, Freefolk Manor, Bear Mill, Sedminton otherwise Sidminton, Whitchurch, Freefolk, Freefolk Priors, Charcott otherwise Charlcott, Cold Henley, Litchfield, Saint Mary Bourne, Andover, Traveller's Rest, Holdings, Knoll Farm, Tufton otherwise Tuckington, Upper Tufton otherwise Tuckington, Lower Tufton otherwise Tuckington, Tufton Warren, Bullington, Hurstbourne Priors otherwise Down Hurstbourne, Upper Tytbing, Middleton, Long Parish otherwise Middleton, East Yeaston, West Yeaston, Forton, Gavelacre otherwise Gaveacre, Barton Stacey, Cranbourne, Drayton, Hand Dyke, Bransbury, Newton Stacey, Wherwell otherwise Holwell, Dublin Farm, Mount Pleasant otherwise Wind Whistle, Cottonworth, Fullerton, Kiticombe otherwise Titicomb otherwise Tidcombe, Bridge, Trent Hill, Westover, Chilbolton, Goodworth, Clatford, Lower Clatford, Upper Clatford, Leckford, Leckford otherwise Lakeford Abbots, Leckford Ridges, Longstock, Longstock Northend, Longstock Southend, Upper otherwise Over Wallop, Middle Wallop, Nether or Lower Wallop, Houghton, North Houghton, Houghton Drayton, White Sheet, Stockbridge, Stockbridge End, King's Sombourn otherwise King's Somborne, Upper otherwise Up Sombourn otherwise Somborne, Little Sombourn otherwise Somborne, Bossington, Pittleworth, Blackmoor, Sparewell, Brook, Upper Eldon otherwise Upper Elton otherwise Upper Eltan, Lower Eldon otherwise Lower Elton otherwise Lower Eltan, Mottisfont otherwise Mottson, Broughton, Ashley, Michaelmarsh otherwise Mitlammarsh otherwise Mitchelmersh, Lockerley, Great Bentley, Little Bentley, East Tytherley otherwise East Tytharley otherwise East Tudarley, East Dean otherwise East Deane, West Tytherley, otherwise West Tytharley otherwise West Tudarley, West Dean otherwise West Deane, French Moor, East Grimstead otherwise East Grimsteed, Brashfield, Farley Chamberlayne, Lainston, Sparsholt, Rookley, Crawley, Mitcheldever, Littleton, Winstan, Stoke Charity, Week, Saint Bartholomew Hyde in and near the city of Winchester, Martyr Worthy, Worthy Mortimer, Headbourn or Headborne Worthy, Abbots Worthy, and King's Worthy, or some of them, in the said county of Southampton, of East Grimstead otherwise East Grimsteed, West Dean otherwise West Deane, West Grimstead otherwise West Grimsteed, White Parish, Cowesfield, Newton, Downton, Farley, Alderbury, Whaddon, Shootend, Clarendon otherwise Clarendon Park, Laverstock and Ford, Milford, Nunton Oddstock, Pitton, Stratford, New Sarum otherwise Salisbury, Saint Edmund in the city of New Sarum, Saint Martin in the city of New Sarum, Saint Thomas in the city of New Sarum, Fisherton Anger, Close of New Sarum, East Harnham, Britford, West Harnham, Netherhampton, Coome Bissett, Stratford Saint Anthony otherwise Toney Stratford otherwise Stoney Stratford, Bishopstone, Fugglestone Saint Peter, Quidhampton, Bemerton, Burden's Bail, South Newton, Wilton, Ditchampton, Bullbridge, Ugford, North Burcombe, South Burcombe, Great Wishford, Little Wishford, Stoford Tythings, Sta-

pleford, Barford Saint Martin, Broadchalke, Grovely Wood, Hanging Langford, Steeple Langford, Little Langford, Compton Chamberlain, Baverstock, East Hurdcot otherwise Harcot otherwise Hurcot, West Hurdcot otherwise Harcot otherwise Hurcot, Dinton, Dalen's Farm, Teffont Magna otherwise Upper Teffont, Fovant, Wily, Deptford, Teffont Ewyas otherwise Teffont Evias otherwise Lower Teffont, Sutton Mandeville, Swallow Cliffe, Ansty, Chilmark, East Tisbury, Chicksgrove, Wardour, West Tisbury, Staple, Tisbury Hatch, Font-hill Bishop, Fonthill Gifford, Semley, East Knoyle, Sedghill, Mere otherwise Meer, Zeals, Chaddenwick, Mere Woodlands, Mere Town, Donhead Saint Andrew, Easton, Donhead Saint Mary, Charlton, Doggershall Hayston, and West Knoyle, or some of them, in the county of Wilts; of Gillingham, Milton, Preston otherwise Pierstone otherwise Pierson otherwise Pearson, Bourton, Marston, Wyke or Weeke, Silton, Motcomb otherwise Motcombe, East Stour otherwise East Stower, Buckhorn Weston, West Stour otherwise West Stower, Kington Magna otherwise Kinton Magna or Keinton Magna, Stower Provost otherwise Stour Provost, Marnhull, Todber otherwise Todbere, Fifehead Magdalen, Saint James Shaftesbury, Saint Margaret's Marsh otherwise Margaret Marsh, Iwerne Minster, Manston, Hinton Saint Mary, Stallbridge, Thornhill, Gomershay, Sturminster Newton otherwise Sturminster Newton Castle, Fifehead Neville, Lydlinch, Stourton Caundle, Purse Caundle, Stock Gaylard, Haselbury Bryant otherwise Haselbury Bryan otherwise Haselbury Brian otherwise Hazlebury Bryan, Pulham, Mappowder, Bishops Caundle, Bishops Down, Densham, Caundle Marsh, Haydon, Folke, Glanvillas Wootton, Buckland Newton, Mintern Magna, North Wootton, Sherborne, Long Burton, Hermitage, Holnest, Leweston, Hilfield Sydling, Saint Nicholas, Lillington, Bubb Down otherwise Melbury Bubb, Beerhacket, Knighton, Leigh, Chetnole, Yetminster, Thornford, Clifton Ryme Intrinseca, Melbury, Osmond, Stoke, Lewcombe, Ilalstock, Bradford Abbas, Over Compton, Nether Compton, and Holwell, or some of them, in the county of Dorset; of Henstridge, Holwell, Goat Hill, Clossworth, Barwick otherwise Berwick, Stoford, Sutton Bingham, Pendomer, Over Compton, Nether Compton, Trent, Yeovil, East Coker, West Coker, Hardington Mandeville, Mudford, Ashington, Ly-mington, Preston, Preston Plucknett, Brimpton otherwise Brympton, Alvington, Odcombe, East Chinnock, Thorn Coffin otherwise Thorn Prior, Luston, Chilthorne Domer, Montacute, Stoke-under-Hamdon, East Stoke, West Stoke, Tintinhull, Martock, Bower Hinton, Ilchester, Sock Dennis, Wyndham Sock, Muchelney, Drayton, Kingsbury, Kingsbury Epsicopi, East Lambrook, Curry Rivell, Earnshill, South Petherton, Shepton, Beauchamp, Stocklinch Magdalen, Stocklinch Ottersay, Barrington, Puckington otherwise Pugginton, Langport Eastover, Huish Epsicopi, Pitney, High Ham, Long Sutton, Somerton, Kingsmoor, Ilminster, Isle Brewers, North Bradon, South Bradon, Swell, Isle Abbots otherwise Abbots Isle, Badbury, Ilton, Broadway, Donyat, Curry

Mallett, Ashill, Fivehead, Beer Crocombe, Hatch Beauchamp otherwise Hatch, Bickenhall, Staple Fitzpaine, West Hatch, Curland, Thorn otherwise Thorn Falcon, Thurlbeer, Stoke Saint Mary, North Curry, Stoke Saint Gregory, Orchard Portman, Ryston otherwise Rushton otherwise Ruish-ton, Creech Saint Michael, Durston, West Monckton, Thurloxton, Trull, Cheddon Fitzpaine, Taunton Saint James, Taunton Saint Mary Magdalen, Wilton, Chardstock, Pitminster, Kingston, Staplegrove, Bishopshull otherwise Hull Bishops, Bradford, and West Buckland, or some of them, in the said county of Somerset. And it is also intended by such Act or Acts to take power to alter, divert, or to stop up, whether temporarily or permanently, all turnpike and other roads, railways, tramways, archways, aqueducts, canals, streams, and rivers, within the aforesaid parishes, townships, hamlets, and extra-parochial, and other places, or any of them, which it may be necessary to alter, divert, or stop up, by reason of the construction of the said intended railway, branch railway or works, or any part or parts thereof.

And it is further intended by such Act or Acts to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said intended railway, branch railway, or works, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges. And it is also intended by such Act or Acts to incorporate a company to carry into effect the said intended railway, branch railway, and works, and to take powers for the purchase of land by compulsion or agreement for the purposes thereof, and for levying such tolls, rates, and duties, in respect of the use 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 all or any part of the said intended railway, branch railway, and works hereinbefore mentioned, and all or any powers of such company in connexion therewith, or in relation thereto to any other railway company, and to enable any other railway company to purchase, or rent, or construct the same, or any part thereof, and to exercise the same and such other powers, 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 them and the said company intended to be incorporated as aforesaid.

And notice is hereby further given, that maps or plans and sections of the said intended railway, 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 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 said county of Southampton, at his office, situate at Winchester, in the said county of Southampton, with the Clerk of the Peace for 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 said county of Dorset, at his office, situate at Sherborne, in the said county of Dorset; and with the Clerk of the Peace for the said county of Somerset, at his office, situate at Taunton, in the said county of Somerset; and a copy of so much of such plan and section as relates to each parish in or through which the said proposed railway, branch 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 power will be applied for in the said Bill to deviate from the lines of the said railway and branch railway laid down on the plans to be deposited with the Clerks of the Peace of the counties aforesaid, to any extent not exceeding one hundred yards on each side thereof.

Dated this first day of November, 1845.

Walter Watts, 20, Bedford-row, London.

Warwick and Birmingham Canal Railway, with a Branch from Knowle to Hampton in Arden.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts of Parliament to authorize the making, constructing, and maintaining a railway or railways, commencing at or near a certain street or place called the Saltisford, in the parish of Saint Mary Warwick in the borough of Warwick, and passing thence from, through, or into the several parishes, townships, hamlets, extra-parochial or other places, or some of them, following, (that is to say) in the county of Warwick Saint Mary Warwick in the borough of Warwick, Norton Curlew otherwise Norton Curliou otherwise Lower Norton, Budbrooke, Hatton, Shrewley, Beausall, Haseley, Rowington, Pinley, Kingswood Bad-desley Clinton, Lapworth, Packwood, Barston, Nuthurst, Kinwalsey, Temple-Balsall, Balsall, Knowle, Hampton in Arden, Elmdon, Solihull, Marston Culey, Marston Quarter, Lindon Quarter, Middle Bickenhill, Bickenhill and Church Bickenhill, or some of them, in the county of Warwick; Moseley, King's Norton, and Yardley, some or one of them, in the county of Worcester; Sheldon, Saltley, Washwood, Water Orton, Little Bromwich, Castle Bromwich, Witton, Aston Manor, and Erdington, or some of them, in the county of Warwick; and in the borough of Birmingham and the said county of Warwick, Edgbaston, Duddeston cum Nechells, Duddeston, Nechells, Bordesley, Deritend, Aston juxta Birmingham, Birmingham, All Saint's Birmingham, Saint George Birmingham, Saint Philip Birmingham, Saint Thomas Birmingham, and Saint Martin's Birmingham, and terminating at or near the termination of the said Warwick and Birmingham Canal, in the ward of Saint Peter's, in the parish of Birmingham, in or near the town of Birmingham.

And notice is hereby further given, that it is intended to obtain powers in the said Act or Acts to make, construct, and maintain a branch, or line of railway, commencing by a junction or junctions with the said main line of railway at, in, or near the hamlet of Knowle, in the parish of Hampton in Arden, and passing thence from, through, or into the several parishes, townships, hamlets, extra-parochial and other places next hereinafter mentioned, (that is to say,) Knowle, Solihull, Balsall, Temple Balsall, Barston, Hampton in Arden, Bickenhill, Church Bickenhill, Middle Bickenhill, Elmdon, Berkeswell, and Meriden, or some of them, and terminating by a junction with the London and Birmingham Railway at or near the station thereof, in the parish of Hampton in Arden, and at or near the junction of the Birmingham and Derby Railway, with the London and Birmingham Railway.

And notice is hereby further given, that it is intended to take powers in such Act or Acts to construct stations, communications, works, approaches, and other conveniences in the several parishes, townships, hamlets, extra-parochial and other places before mentioned, or some of them, for the working and using the said railway and branch railways.

And notice is hereby further given, that it is intended by the said intended Act or Acts to give the company or companies thereby to be incorporated such powers to deviate from the line or lines of railway, laid down in the plans hereinafter mentioned, to the extent thereon defined, and alter, or stop up, or divert, whether temporarily or permanently, within the several parishes, townships, hamlets, extra-parochial or other places aforesaid, or some of them, all such turnpike-roads, highways, aqueducts, viaducts, drains, roads, tram-roads, streets, paths, passages, rivers, brooks, canals, branch canals, navigations, waters, watercourses, and railways, as it may be necessary or expedient to alter, stop up, or divert for the purpose of making, maintaining, or using the said railway or branch railway to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And notice is hereby further given, that it is intended to apply in such Act or Acts for powers to incorporate a company for the purpose of constructing, maintaining, working, and using the said railway, branch railways, canals, and works, and to take and obtain powers to levy tolls, rates, and duties on, for, and in respect of the use of the said railway and branch railway respectively, and to confer or grant certain exemptions from such tolls, rates, or duties; and also to purchase by compulsion, agreement, or otherwise, all such lands, houses, and other property, to be described upon the said plans, as may be required for the purposes of such intended railway, branch railway, and other works, and to vary, repeal, or extinguish all existing rights and privileges connected with all such lands, houses, and other property which would in any manner impede or interfere with the construction, maintenance, or use of the said railway, branch railway, and works, and the conversion of the Warwick and Birmingham Canal, as hereinafter mentioned, or any of them, and to confer other rights and privileges.

No. 20546.

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And notice is hereby given, that it is further intended to apply for powers enabling the company or companies so to be incorporated to purchase or take on lease, and for the company of proprietors of the Warwick and Birmingham Canal Navigation to sell and transfer unto the company or companies so to be incorporated, all, any, or either portion of the canal, branch canals, tramroads, and other works, and the towing paths, lands, tenements, and hereditaments of or belonging unto and vested in the said Canal Company, and to enter into and perform any other arrangements in relation to the said canal, branch canals, tramroads, and other works, or any of them respectively: and it is further intended to apply for powers for the conversion of the said canal, tramroads, and works, or some of them, or some portion thereof respectively for the purpose of the said proposed railway and works, or some of them; and also for the extinguishment or alteration of the tolls, rates, and duties made payable by the several Acts of Parliament relating to the said canal, or some or one of them, and to vary or extinguish all existing rights and privileges in any manner connected therewith or the land and ground belonging thereto; and particularly to enable the said intended railway company to stop up and discontinue the said canal, and to divert the waters thereof, and to appropriate the bed or channel thereof, and the banks, embankments, towing paths, and works thereof to the purpose of the said intended railway, branch railways, and works, and which said canal is situate in and passes through the several parishes, townships, and extra-parochial places next hereinafter mentioned, or some of them, (that is to say,) Saint Mary Warwick in the borough of Warwick, Budbrooke, Hatton, Shrewley, Rowington, Kingswood, Baddesley Clinton, Knowle, Hampton in Arden, Elmdon, Solihull, and Bickenhill, in the county of Warwick; Yardley, in the county of Worcester; and Aston juxta Birmingham and Birmingham, in the borough of Birmingham, in the county of Warwick.

And in connexion with the said intended Act or Acts, application is intended to be made for the alteration, amendment, or enlargement of the powers and provisions of the several Acts of Parliament relating to the said Warwick and Birmingham Canal, passed respectively in the thirty-third and thirty-sixth years of the reign of His late Majesty King George the Third, and in the third year of the reign of Her present Majesty.

And it is further intended to apply for and obtain powers in the said Act or Acts to enable the said company thereby to be incorporated, to raise money for all or any of the purposes aforesaid, and other the several purposes of the said intended Act or Acts of Parliament, by the creation of shares or some other mode to be by the said Act or Acts authorized and provided for; and also to enable the company so to be incorporated, either alone or jointly with the London and Birmingham Extension, Northampton, Daventry, Leamington, and Warwick Railway Company, and the Warwick and Worcester Railway Company, or either of them, or any other company or companies, party or parties, to undertake the execution of the before-mentioned

proposed undertaking, and to let on lease or sell the said intended railway and branch railway, canals, and other works, or any part or parts thereof to the said specified companies, or either of them, or any other company or companies, party or parties, or to unite and amalgamate with the said specified companies or either of them, or any other company or companies, party or parties already formed or to be formed; and to enable such specified or other company or companies, party or parties, or such united or amalgamated company, or any other company or party, to purchase or rent the said intended railway and branch railway, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof; and to purchase, by compulsion, agreement, or otherwise, and to hold lands and houses, and to exercise all powers and authorities in connexion therewith, to be conferred by the said intended Act or Acts on the said company or companies thereby intended to be incorporated: and also to authorize the company or companies, so as aforesaid to be incorporated by the said Act or Acts, or such amalgamated or united company, and the said specified companies or either of them, or any other company or companies, or 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, branch railway, and works: and also to effect or confirm any agreements or arrangements made, or hereafter to be made, for or in respect of the traffic passing, or which may pass on the line of the said intended railway, or in the line of the railway, branch railway, or railways, or works of any other railway company which may hereafter be united or amalgamated with the company so as aforesaid to be incorporated by the said intended Act or Acts, or any or either of them. 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 company or companies, so to be incorporated as aforesaid, or any company or companies, party or parties, hereafter to be united or amalgamated therewith as aforesaid, or the said specified companies or either of them, or such united or amalgamated company or companies, or any or either 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 notice is hereby further given, that duplicate plans and sections describing the lines, levels, and situations of the said intended railway and branch railway and works, and the lands, houses, and property which may be required to be taken for the purposes thereof respectively, together with books of reference thereto, containing the names of the owners or the reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property respectively, will be deposited for public inspection, on or before the thirtieth day of November instant, with the Clerk of the Peace for the borough of Warwick, at his office in the said borough; with the Clerk of the Peace for the bo-

rough of Birmingham, at his office in the said borough of Birmingham; with the Clerk of the Peace for the said county of Warwick, at his office in the borough of Stratford-upon-Avon, in the said county; and with the Clerk of the Peace for the county of Worcester, at his office in the city of Worcester: and that a copy of so much of the said plans, sections, and books of reference as relates to such of the parishes from, in, through, or into which the said railway, or branch railway and works, or any part thereof respectively, are proposed or intended to be made or passed, will also be deposited for public inspection, on or before the thirty-first day of December in this present year, with the parish clerk of each such parish respectively, at the place of abode of each such parish clerk.

Dated this fourth day of November, 1845.

Wright and Hanbury, Solicitors, 11, Finsbury Place South, in the city of London.

Warwick and Worcester Railway, with a Branch to Droitwich.

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 making, constructing, and maintaining a railway or railways, to commence in or near a certain street or place called the Saltisford, in the parish of Saint Mary, Warwick, in the borough of Warwick in the county of Warwick, where it is intended to unite and form a junction with a certain other projected railway called, or intended to be called, the London and Birmingham Extension, Northampton, Daventry, Leamington and Warwick Railway, and with a certain other projected railway called, or intended to be called, the Warwick and Birmingham Canal railway, and passing thence from, in, through, or into the several parishes of Saint Mary Warwick, and Saint Nicholas Warwick, which are situate respectively in the borough of Warwick, in the county of Warwick, or one of them, and from, in, through, or into the several parishes, townships, hamlets, extra-parochial or other places next hereinafter mentioned, or some of them, (that is to say,) Budbrooke, Hampton-on-the-Hill, Norton Curlew otherwise Norton Curlew otherwise Lower Norton, Norton Lindsey otherwise North Lindsey, Barford, Sherbourne, Fulbrooke, Suitterfield, Wolverton otherwise Wolverdington, Bearley, Aston Cantlow, Wilncote, Billesley, Newnham, Little Alne, Pathlow, Sheffield, Claverdon, Langley, Yaringale Common, Wootten Wawen otherwise Wavers Wootton, Edstone, Haselor, Upton, Walcot, Great Alne, Kinwarton, Spennall, Studley, Alcester, Arrow, Oversley, Coughton, Sambourn Weethley, and Inkberrow, in the county of Warwick; Inkberrow, Morton Underhill, Noberry, Knighton, Little Inkberrow, Eggeoke, Cokehill, Abbotsmorton, Holborough, Rouslench, Radford, Dormston, Kington, Abberton, Flyford Flavell, North Piddle, Naunton Beauchamp, Grafton Flyford, Libbery, Upton Snodsbury, Cowsden, Broughton Hackett otherwise Hacketts Broughton, Churchill, Huddington, Crowle, Tibberton, Bredicot, Spetchley, Whittingdon, Warndon,

Claines, and Saint Martin, in the county of Worcester; and of Saint Martin, Claines, and Saint Peter the Great, which are respectively situate in the city and borough of Worcester, and terminating by a junction with a certain intended railway called the Oxford, Worcester, and Wolverhampton Railway, in the parish of Saint Martin, in the city of Worcester, and in the county of Worcester, or by an independent terminus there.

And it is intended to obtain powers in such Act or Acts to make, construct, and maintain a branch or line of railway diverging from the said main line of railway in or near the said parish of Grafton Flyford, in the county of Worcester, and passing thence from, in, through, or into the several parishes, townships, hamlets, and extra parochial or other places next hereinafter mentioned, or some of them, that is to say, Grafton, Flyford, North Piddle, Huddington, Saldon, Himbleton, Shell, Oddingly, Dunhamstead, Hanbury, Moorwaysend, Woodrow, Broughton, Hollow Fields, Hadsor, Saint Peter otherwise Saint Peter de Witton in Droitwich, Saint Andrew in Droitwich, and Saint Mary Witton, Droitwich, Saint Nicholas Droitwich, Dodderhill, Dodderhill in Liberties, and Marlborough in Droitwich, all in the said county of Worcester, and terminating by a junction with the said intended Oxford, Worcester, and Wolverhampton Railway, in the aforesaid parish of Saint Nicholas in Droitwich.

And notice is hereby further given, that it is intended to take powers in such Act or Acts, to construct stations, communications, works, approaches, and other conveniences in the several parishes, townships, hamlets, extra-parochial and other places beforementioned, or some of them, for the working and using the said railway and branch railway.

And notice is hereby further given, that it is intended by the said intended Act or Acts, to give the company or companies thereby to be incorporated, powers to deviate from the line or lines of railway laid down in the plans hereinafter mentioned to the extent thereon defined, and to stop up, alter, vary, or divert, whether temporarily or permanently, within the several parishes, townships, hamlets, extra-parochial or other places aforesaid, or some of them, all such turnpike roads, highways, aqueducts, viaducts, drains, roads, tramroads, streets, paths, passages, rivers, brooks, canals, branch canals, navigations, waters, watercourses, and railways, as it may be necessary or expedient to stop up, alter, vary, or divert, for the purpose of making, maintaining, or using the said railway and branch railway, or any of the works or conveniences connected therewith.

And notice is hereby further given, that it is intended to apply in such Act or Acts for powers to incorporate a company or companies for the purpose of constructing, maintaining, working, and using the said railway, branch railway, and works, and to take and obtain powers to levy tolls, rates, and duties on, for, and in respect of the use of the said railway and branch railway respectively, and to confer or grant certain exemptions from such tolls, rates, or duties. And also to purchase, by compulsion, agreement, or otherwise, all such lands, houses, and property as may be required for the

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

And it is further intended to apply for and obtain powers in the said Act or Acts to enable the said company or companies thereby to be incorporated, to raise money for the purposes aforesaid, and other the several purposes of the said intended Act or Acts of Parliament by the creation of shares, or some other mode to be by the said Act authorized and provided for; and also to enable the company or companies so to be incorporated, either alone or jointly with the London and Birmingham Extension, Northampton, Daventry, Leamington, and Warwick Railway Company, and the Warwick and Birmingham Canal Railway Company, or either of them, or any other company or companies, party or parties, to undertake the execution of the beforementioned proposed undertaking, and to let on lease or sell the said intended railway and branch railway, and other works, or any part or parts thereof to the said specified companies, or either of them, or to any other company or companies, party or parties, or to unite and amalgamate with the said specified companies, or either of them, or any other company or companies, party or parties, already formed or to be formed, and to enable such specified or other company or companies, party or parties, or such united or amalgamated company, or any other company or party, to purchase or rent the said intended railway and branch railway, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and duties upon or in respect thereof, and to purchase, by compulsion, agreement, or otherwise, and to hold lands and houses, and to exercise all powers and authorities in connection therewith, to be conferred by the said intended Act or Acts on the said company or companies thereby intended to be incorporated. And also to authorize the company or companies so as aforesaid to be incorporated by the said Act or Acts, or such amalgamated or united company, or the said specified companies, or either of them, or any other company or companies, or 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, branch railway, and works. And also to effect or confirm any agreements or arrangements made, or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said intended railway, or branch railway, or in the line of the railway, branch railway or railways, or works of any other railway company, which may hereafter be united or amalgamated with the company or companies so as aforesaid to be incorporated by the said intended Act or Acts, or any or either of them. 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 company or companies

so to be incorporated as aforesaid, or the said specified companies, or either of them, or any company or companies, party or parties, hereafter to be united or amalgamated therewith as aforesaid, or such united or amalgamated company or companies, or any or either 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 notice is hereby further given, that duplicate plans and sections, describing the lines, levels, and situations of the said intended railway, and branch railway and works, and the lands, houses, and property which may be required to be taken for the purposes thereof respectively, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, houses, and property respectively, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the borough of Warwick, at his office in the said borough; with the Clerk of the Peace for the county of Warwick, at his office in the borough of 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; and with the Clerk of the Peace for the city of Worcester, at his office in the said city of Worcester. And that a copy of so much of the said plans, sections, and books of reference as relates to such of the parishes from, in, through, or into which the said railway, or branch railway and works, or any part thereof respectively, are proposed or intended to be made or passed, will also be deposited for public inspection on or before the thirty-first day of December in this present year, with the parish clerk of each such parish respectively, at the place of abode of each such parish clerk.

Dated this fourth day of November, 1845.

Wright and Hanbury, Solicitors, 11, Finsbury Place South, in the City of London.

Lincoln, Wainfleet Haven, and Boston 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 a Main Trunk Railway or Railways, with all proper works, stations, and other conveniences attached thereto or connected therewith, that is to say; commencing by a junction with the Nottingham and Lincoln Railway, as at present authorized to be made at or near the west side of a certain street called High Street, in the parish of Saint Mark, in the city of Lincoln, and county of the same city, and passing thence in, through, into, or near to the several parishes, townships, extra-parochial, and other places, of Saint Mark, Saint Botolph, Saint Peters at Gowts, the South Common or Canwick Common, Saint Mary le Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, The Liberty of the Monks, The Monks' Common, The Witham Banks, or some of them in the city of Lincoln and county of the same

city, or the liberties thereof, Canwick and Branston in the parts of Kesteven in the county of Lincoln, Greetwell, Cherry Willingham, Fiskerton, Short Ferry, Stainfield, Bardney, Southrow otherwise Southrey, Topholme, Bucknall, Gautby, Minting, Baumber, Waddingworth, Horsington, Stixwold, Wispington, Edlington, Thimbleby, Woodhall, Thornton, Langton, Langton by Horncastle, Horncastle, Martin, High Toynton, Low Toynton, Mareham on the Hill, Hameringham, Scafield otherwise Scafield in the parish of Hameringham otherwise Hammeringham with Scafield, Winceby Hagworthingham, Lusby, Asgarby, Hareby, Bolingbroke otherwise Bollingbroke otherwise Bollingbrook otherwise Old Bolingbroke, Mavis Enderby, Raithby, Hundleby, Twenty Lands otherwise Twenty Lands in the parish of Hundleby, Partney, East Keal, West Keal, Eresby otherwise Eresby in the parish of Spilsby otherwise Eresby with Spilsby otherwise Spilsby with Eresby, Spilsby, Toynton All Saints, Toynton Saint Peters, Halton Hologate otherwise Halton Hollowgate, Great Steeping, Steeping Parva or Little Steeping Hagnaby otherwise Hornby otherwise Hornby Hags, Hagnaby otherwise Hornby Fen Allotment, Firsby, Irby Bratoft, Thorpe otherwise Thorpe next Wainfleet, Thorpe Dales, Croft, Wainfleet otherwise Waynefleet, Wainfleet All Saints otherwise Waynefleet All Saints, Wainfleet Saint Mary otherwise Waynefleet Saint Mary, Wainfleet Saint Thomas otherwise Waynefleet Saint Thomas, Northholme otherwise Northholm, the River Limb and the banks thereof, Steeping River and the banks thereof, and terminating in the parish of Wainfleet Saint Mary otherwise Waynefleet Saint Mary near the town of Wainfleet, all in the parts of Lindsey in the county of Lincoln.

And also to authorize the making and maintaining of a Branch Railway, with all proper works, stations, and conveniences connected therewith, diverging from the said before-mentioned line of railway at or near the proposed station thereof in the parish of Wainfleet Saint Mary otherwise Waynefleet Saint Mary aforesaid, and passing thence from, in, through, near, or into the several parishes, townships, extra-parochial, or other places of Friskney, in the parts of Lindsey, in the county of Lincoln; Wrangle, Leake, Leake Fen Allotment, Leverton, Leverton Fen Allotment, Benington, Butterwick, Frieston, Frieston Ings, Fishtoft, Skirbeck, Boston, Boston East, Hobhole Drain and Banks, Maud Foster Drain and Banks, Witham and Banks, or some of them, and terminating at or near the Grand Sluice in the parish of Boston, all in the parts of Holland, in the county of Lincoln.

And also a shipping branch rail or tramway commencing by a junction with the said intended main trunk railway at the proposed station thereof, in the parish of Wainfleet Saint Mary otherwise Waynefleet Saint Mary aforesaid, and passing thence from, in, through, near, or into the salt and outmarshes or bed and foreshore of the sea and the parish of Wainfleet Saint Mary aforesaid to or near the intended dock or docks, basin or basins, hereinafter described, at or near the junction

thereof with the intended new cut or channel from Wainfleet Haven, also hereinafter described.

And also a branch railway commencing by a junction with the main line of the said intended railway in an extra-parochial place called The Liberty of the Monks, in the city of Lincoln, and county of the same city, and passing from thence in or through the said liberty or part thereof, into the said parish of Saint Swithin, in the city and county of the city last aforesaid, to or near to Baggerholme or Baggeholme-lane in the last-mentioned parish.

And also a branch railway commencing by a junction with the firstly above-mentioned branch line, at or near Hobhole Drain aforesaid, and terminating at or near the road from Boston aforesaid to Skirbeck church, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Frieston, Fish-toft, Skirbeck, and Boston aforesaid, some or one of them.

And notice is hereby further given, that by the said Act or Acts, it is proposed to empower the company to be thereby incorporated, permanently to improve and maintain the harbour or haven of Wainfleet otherwise Waynefleet otherwise Wainfleet Haven, in the county of Lincoln, and for that purpose to execute and construct certain works, and to make and maintain a new cut or navigable channel, and sufficient dock or docks, basin or basins connected therewith, for the use and convenience of ships and vessels resorting to the said harbour or haven, and to straighten, deepen, alter, and vary the existing cut or channel from the town of Wainfleet to the sea; and notice is hereby given, that the said new cut or channel will commence at or near the low-water mark, opposite or nearly opposite a house in the parish of Wainfleet Saint Mary aforesaid, called Gibraltar Inn, and be continued thence up to and terminate at or be united with the Steeping River, in the parishes of Wainfleet Saint Mary and Croft aforesaid, or one of them, near a certain farm house called Mason's Farm House, which said cut will pass through, in, near, or adjoining the salt and outmarshes or bed and foreshore of the sea, and the parishes of Wainfleet otherwise Waynefleet Saint Mary and Croft aforesaid, or one of them, and that the said basin or basins will be formed by two new embankments, to commence respectively at or near the aforesaid commencement of the said new cut or channel, and to be continued on the one side to the new sea bank at or near an angle formed by the said new sea bank and the sea lane in the parish of Wainfleet Saint Mary aforesaid, and on the other side to or near the high-water line at a point between Gibraltar Inn aforesaid and the Telegraph House in the parish of Croft aforesaid, as will be more particularly shown in the plans hereinafter referred to, and which said basin or basins will pass and be continued from, in, through, and into the salt and outmarshes or bed and foreshore of the sea, and the said parishes of Wainfleet Saint Mary and Croft, some or one of them, and which said dock or docks will be formed and constructed within the limits of the said basin or basins, and that part of the said old cut or channel so intended to be

straightened, deepened, altered, and varied, commences at a bridge called Salem Bridge, in the parishes of Wainfleet Saint Mary, and Wainfleet All Saints, or one of them, and proceeds thence in, through, or into the parishes, townships, and extra-parochial, or other places of Wainfleet Saint Mary, Wainfleet All Saints and Croft, some or one of them, and terminates by a junction with the harbour or haven of Wainfleet aforesaid, at low-water mark, near to a certain point called Gibraltar Point; and for the purposes aforesaid, it is intended to take powers to make, provide, build, and erect piers, jetties, breakwaters, quays, basins, wharfs, warehouses, banks, roads, ways, bridges, tunnels, aqueducts, soughs, culverts, sluices, locks, flood-gates, tanks, docks, and other works necessary for boats, barges, and other vessels to turn, lie, or pass each other in the said harbour or haven of Wainfleet otherwise Waynefleet aforesaid, and in the said intended new cut or channel, and dock or docks, basin or basins, or either, or any of them, and also to make and maintain houses, warehouses, toll-houses, wharfs, landing places, weighing beams, cranes, and other machines, works or conveniences near or adjoining to the said harbour, haven, and new cut or channel, dock or docks, basin or basins, or either or any of them, or on or near to, or adjoining the banks thereof, or any part or parts thereof as may be necessary for the reception, shelter, loading and unloading of ships and vessels resorting thereto, and for better enabling such ships and vessels to come into and go out of and pass through the same harbour, haven, and intended new cut or channel, or dock or docks, basin or basins, and also to construct and maintain a bridge or bridges, with suitable and convenient approaches across the said old cut or channel, and intended new cut or channel, or dock or docks, basin or basins, or across such part or parts thereof as may be needful.

And also to divert, turn, take, or use the waters of or from a certain stream, called The Steeping River; also of and from a certain other river or stream, called The Limb or Lymb, or Little Lymb; and also of and from a certain drain or stream called The Burgh Drain; and also of and from a certain drain or stream called The Croft Drain, running through the several parishes or places of Burgh, or Burgh in the Marsh, Croft, Winthorpe, Skegness, Thorpe, Thorpe next Wainfleet, Wainfleet otherwise Waynefleet All Saints, Wainfleet otherwise Waynefleet Saint Mary, Wainfleet otherwise Waynefleet Saint Thomas, Northholm otherwise Northholme, some or one of them in the parts of Lindsey in the county of Lincoln.

And also to repeal, vary, alter, or amend certain part or parts of the several Acts following, or one of them (that is to say), an Act of Parliament passed in the fifty-third year of the reign of His Majesty King George the Third, intituled "An Act for embanking, enclosing, and draining lands in the parish of Wainfleet Saint Mary, in the county of Lincoln;" and an Act of Parliament passed in the fifty-eighth year of the reign of His Majesty King George the Third, intituled "An Act for rendering more effectual several Acts of His present Majesty for draining certain low lands

on both sides of the river Witham, and in Wildmore Fen, and in the West and East Fens, and other low lands adjoining or contiguous thereto in the county of Lincoln."

And notice is hereby also given, that by the said intended Act it is proposed to repeal, alter, or amend certain of the powers and provisions contained in the following Acts, namely, an Act passed in the fifty-second year of the reign of His Majesty King George the Third, intituled "An Act for improving the port and harbour of Boston, in the county of Lincoln, and for fixing the wharfage of goods landed within the said port and harbour, and for better maintaining the buoys, beacons, and sea works belonging thereto;" an Act passed in the seventh and eighth years of the reign of His Majesty King George the Fourth, intituled "An Act to extend and enlarge the powers of an Act passed in the fifty-second year of His late Majesty, for improving the port and harbour of Boston, in the county of Lincoln;" and an Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act for amending the several Acts relating to the port and harbour of Boston, in the county of Lincoln," so far as the same relate to the payment of tonnage and lastage rates or duties, by ships or vessels loading or unloading at, or coming within the limits of Wainfleet Haven aforesaid.

And notice is hereby further given, that in the said intended Act or Acts it is proposed to authorize the said intended company to contribute such yearly or other sum or sums of money as may be necessary for and towards the expense of establishing and maintaining a floating light at or near to the entrance of Boston Deepes.

And notice is further given, that it is intended to apply for powers to be granted by the said Act or Acts, to cross, stop up, vary, or alter all such turnpike roads, parish roads, and other highways, streams, canals, aqueducts, culverts, rivers, navigations, drains, brooks, and railways within the parishes, townships, and extra-parochial, or other places aforesaid, or some or one of them, as may be necessary for the purpose of constructing such intended works, or any of them, and to authorize a junction or junctions with any railway or railways, at the commencement or termination, or in the line or course of such railway or railways, or branch railways, in the several parishes, townships, and extra-parochial places above-mentioned, or some or one of them.

And notice is hereby also given, that it is intended to apply for power by the said Act or Acts to incorporate a company for the purpose of carrying into effect the said undertaking, with powers to levy and take tolls, rates, dues, and duties for the use of the said railway or railways, and branch railways, harbour, dock or docks, basin or basins, and new cut or channel, or any or either of them, or the works or conveniences connected therewith, and to grant exemptions from the payment of such tolls, rates, dues, and duties, and also for the purchase, by compulsion or agreement, of lands, houses, buildings, hereditaments, and other property; and also for power to vary or extinguish all rights

or privileges in any manner connected with the lands, houses, buildings, hereditaments, and other property proposed to be taken for the purpose of such railway or railways and branches, or any of them, and to confer other rights and privileges.

And notice is hereby also given, that the said application to Parliament in the ensuing session may be confined to a part or parts only, instead of the whole, of the said undertaking; and it is further intended by the said Act or Acts to enable the said company to be incorporated as aforesaid, to let on lease or sell the said works or any of them, or any part thereof respectively, and to transfer all or any of the powers to be conferred by the said Act to any other company or companies, and to enable such other company or companies to purchase or rent, or to execute the said intended works, or any of them, or any part thereof respectively, and to exercise and enjoy all such powers as aforesaid.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended works, and the lands in or through which they are to be made and maintained, or through which any communication to or from the same is to be made, together with books of references thereto 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 instant, with the Clerk of the Peace for the city and county of the city of Lincoln, at his office in Lincoln, with the Clerk of the Peace for the parts of Kesteven, in the county of Lincoln, at his office at New Sleaford, in the said county, with the Clerk of the Peace for the parts of Lindsey, in the said county of Lincoln, at his office at Spilsby, in the said county, and with the Clerk of the Peace for the parts of Holland, in the said county of Lincoln, at his office at Spalding, 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 each of the several parishes, in or through which the said works, or any part thereof, will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this sixth day of November 1845.

Scott and Tahourdin,
Bourne and Son,
Marcus Huish, } Joint Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the incorporation of a company, for the purpose of providing additional station accommodation for all or any of the various lines of railway entering or terminating in the southern and western part of the metropolis of London, and with powers to purchase by compulsion or agreement all the land, houses, and buildings, situate, lying, and being between the river Thames on the north side, the York-road on the south side, the Waterloo-bridge-

road on the east side, and a certain wharf belonging to the Hungerford Bridge Company, and Vine-street, York-road, on the west side, in the parish of Saint Mary, Lambeth, in the county of Surrey; and between Villiers-street, Strand, and Beaufort-buildings, Strand, in the parish of Saint Martin-in-the-Fields, in the county of Middlesex; and upon the land and property so purchased to construct a railway station, or several distinct railway stations, with all proper works and conveniences connected therewith; and also to make and maintain a railway or branch railway, with all proper, necessary, and convenient stations, erections, bridges, wharfs, piers, works, communications, approaches, and conveniences connected therewith, which said railway, or branch railway, is intended to commence by a junction with the line of the extension of the London and South Western Railway, at or near and on the south side of the York-road, in the said parish of Saint Mary, Lambeth, authorised to be constructed in the last session of Parliament, thence passing through the portion of the said intended station in the said parish of Saint Mary, Lambeth, across the river Thames, by means of a bridge in, through, or into the several parishes, townships, and extraparochial or other places following (that is to say), Saint Martin-in-the-Fields, Saint Paul Covent Garden, Saint Clement Daues, Saint Mary-le-Strand, and the precinct of the Savoy, or some one or more of them, and terminating in some one or more of such said several parishes, townships, and extra-parochial or other places in the said county of Middlesex.

And notice is hereby also given, that it is intended to apply for powers in the said Act or Acts for the purchase, by compulsion or agreement, of lands, houses and property for the several purposes aforesaid, and to vary or extinguish all or any of the rights and privileges in any manner connected with the land, houses, and property proposed to be purchased or taken for the purposes aforesaid, which would in any manner impede or interfere with the construction, maintenance, and use thereof; and also to levy and collect tolls, rates, or duties upon or in respect of the said station, railway or branch 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 intended to apply for powers in the said Act or Acts to cross, divert, alter, or stop up, whether temporarily or permanently, all such streets, turnpike-roads, parish roads, and other highways, rivers, streams, canals, pipes, sewers, aqueducts, navigations, railways, and tramroads which it may be necessary to cross, divert, alter, or stop up for the purposes of the said station, railway or branch railway, and works, or any of them; and also to construct an embankment upon the mud lands, bed, or shore of the river Thames, between the Hungerford Bridge Wharf and Waterloo Bridge, in all or any of the said several parishes, townships, and extra-parochial and other places aforesaid, and on both shores, or either shore, of the said river Thames, with all necessary powers to alter, widen, divert, and remove all causeways,

paths, stairs, or landing-places on the mud lands, bed, or shore of the said river, or projecting from the banks thereof between the points aforesaid, and to construct piers, stairs, and landing-places by the side of or projecting from the said embankment; and also to construct a bridge across the river Thames for the purpose of carrying the said railway across the same between the several places before mentioned, or some of them, either by the erection of an independent structure, or by adapting to such purpose the present piers, abutments, and works of Waterloo-bridge, or some of them, or some part thereof, or by widening or otherwise enlarging Waterloo-Bridge aforesaid; for which purpose it is proposed to enable the said intended company and the company of proprietors of Waterloo-bridge to enter into mutual arrangements with respect thereto, and as to the terms and conditions upon which the said intended company shall use, adapt, widen, or alter the said Waterloo-bridge, or any part thereof as aforesaid, and to alter, amend, extend, and enlarge the powers and provisions of the several Acts relating to Waterloo-bridge aforesaid, passed respectively in the forty-ninth, fifty-third, fifty-sixth, and fifty-eighth years of the reign of King George the Third.

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

Dated this third day of November, 1845.

Bircham and Dalrymple, Bedford-row,
London; *W. Chapman*, Richmond;
Solicitors to the said 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 or Bills for improving the drainage of the lands situate in the several parishes, townships, hamlets, and extra-parochial places of Thornton; Thornton-Marshes; Pickering; Pickering-Marshes; Old-Malton; Saint Leonard, New-Malton; Allerston; Ebberston; Wilton; Snainton; Ryton; Butterwick; Great-Habton; Little-Habton; Brawby; Kirby-Misperton; Great-Barugh; Little-Barugh; Thornton-Riseborough; Broughton; Swinton.

Amotherby; Newsham; Appleton-le-Street; Barton-le-Street; Slingsby; Hovingham; South-Holme; North-Holme; Nunnington; Normanby; Salton; Marton; West-Ness; East-Ness; Musscoates; Welburn; Gilling; Cawton; Stonegrave; East-Newton; Helmsley; Harum; Kirkdale; Wombledon; Nawton; Beadlam; Bowforth; Great-Edstone; Little Edstone; Waterholmes; Wath; Fryton; Rook-Barugh; Kirby-Moorside; Keldholme; Sinnington; Middleton; Wrelton; Aislaby; and Keldhead, in the North Riding of the county of York, and Yedingham; East-Heslerton; West-Heslerton; Knapton; Wintringham; Scampston; Rillington; Scagglethorpe; Settrington; and Norton, in the East Riding of the said county of York. And for the purposes of such drainage, it is intended to remove certain mill-dams at New-Malton, Old Malton, and Newsham aforesaid, upon the rivers or streams called the Rye and Derwent, and upon the brooks and streams falling into the same respectively; and also to remove any obstructions which at present impede the course of such rivers, brooks, or streams; and generally to execute such other works in the several parishes, townships, hamlets, and extra-parochial places aforesaid as may be deemed necessary for effecting the drainage of the aforesaid lands. And in such Bill or Bills, it is intended to apply for power to agree with the Commissioners or Directors of a certain drainage, called the Muston and Yedingham Drainage, for the payment by such last-mentioned Commissioners or Directors, of such a sum of money as may be considered by agreement, arbitration, or otherwise, as an equivalent for any advantages that may accrue to the district under their control, by the execution of any of the works contemplated by the said intended Bill or Bills; and for effecting this last-mentioned object, it is intended, so far as may be requisite, to alter, amend, and enlarge the powers and provisions of a certain Act relating to the said Muston and Yedingham drainage, passed in the fortieth year of the reign of His late Majesty King George the Third, intituled, "An Act for Draining, Embanking, and preserving divers tracts of land within the township of Muston, in the parish of Hunmanby; and also within sundry other parishes, townships, or places adjoining, or near to the rivers Derwent and Harford, in the East and North Ridings of the county of York." And it is intended to take powers in the said Bill or Bills, for the appointment of Commissioners for the purpose of carrying into effect the purposes aforesaid; and also to confer powers of levying rates upon the owners or occupiers of the land and property in the several parishes, townships, hamlets, and extra-parochial places hereiu-before mentioned, subject to certain exceptions or exemptions, wholly or in part of some of such parishes, townships, hamlets, or extra-parochial places, or of some part or parts thereof respectively; and also to confer compulsory powers of purchasing lands and property.

Dated this first day of November 1845.

Smithson and Jackson, Malton, } Joint
Donner and Woodall, Scarborough, } Solicitors.

North Cornwall 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 several railways hereinafter described, 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 or near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the county of Cornwall, there to form a junction or junctions with the line or lines of certain proposed railways, to be called the Launceston and South Devon Railway, and the North Devon Railway, or one of them, and terminating at or near a place called Black Rock, in the parish of Saint Michael, in Saint Minver Lowlands, in the county of Cornwall, which said intended railway it is proposed to pass or be situate from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them (that is to say):—The borough of Launceston, Saint Mary Magdalene, South Petherwyn, St Thomas-street, Saint Thomas the Apostle, Saint Stephens by Launceston, Egloskerry, Tresmeer, Warbstow, Treneghos, Davidstow, Minster, Trevalga, Tintagel, Advent, the borough of Camelford, Lanteglos by Camelford, Saint Teath, Saint Kew, Endellion, Saint Minver Highlands, Saint Enodock in Saint Minver Lowlands, Saint Michael in Saint Minver Lowlands, Saint Minver Lowlands, and Saint Minver, all in the county of Cornwall, or some of them, or otherwise, commencing at or near the South Gate, in the parish of Saint Mary Magdalene aforesaid, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them (that is to say):—The borough of Launceston, Saint Mary Magdalene, South Petherwyn, Saint Thomas-street, Saint Thomas the Apostle, Saint Stephens by Launceston, Egloskerry, Tresmeer, Warbstow, Treneghos, Davidstow, and Minster, all in the county of Cornwall, or some of them, and terminating by a junction with the line of the Delabole and Rock Railway, as authorized to be made by an Act passed in the session of Parliament held in the seventh and eighth years of the reign of her present Majesty, at or near a farmhouse called Mellorn, in the said parish of Minster. And also a branch railway from and out of the said intended railways, or one of them, commencing by a junction therewith at or near a certain place called Tregeen Gate, in the parish of Davidstow, in the county of Cornwall, passing from, in, or through, or into the several parishes, townships, and extra-parochial or other places of Davidstow, Otterham, Saint Juliott, Lesnewth, Minster, and Forrabury, or some of them, all in the county of Cornwall, and terminating at or near Boscastle Quay or Pier, in the said parish of Forrabury and county of Cornwall aforesaid.

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

objects aforesaid, and to take powers to purchase lands and houses, by compulsion or agreement, for the purposes thereof, and to levy tolls, rates, and duties in respect of the use of such intended railway or railways and works, and to grant certain exemptions from such tolls, rates, and duties.

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

And it is also intended, by such Act or Acts, to stop up, divert, vary, or alter, either temporarily or permanently, within the parishes, townships, and extra-parochial and other places hereinbefore-mentioned, or some of them, all such turnpike roads, parish roads, highways, occupation roads, private roads, and other roads, aqueducts, bridges, canals, streams, waters, navigations, navigable rivers, railways, and tram-roads, as it may be necessary or expedient to stop up, divert, vary, or alter, for the purposes of constructing the said intended railway or railways and other works, or any of them.

And it is also intended, by such Act or Acts, to take powers to authorize junctions with any railway or railways, at their commencement or termination, or in the line or course of such railway or railways, in the several parishes, townships, chapelries, extra-parochial and other places aforesaid, or some of them.

And it is also intended, by such Act or Acts, to enable the Delabole and Rock Railway Company to sell or let on lease to the said Company so to be incorporated as aforesaid, the Delabole and Rock Railway, with all the works and conveniences attached thereto or enjoyed therewith, on such terms and conditions as shall be agreed on between the said Delabole and Rock Railway Company and the said Company so to be incorporated as aforesaid; and for that purpose to amend and enlarge, so far as may be necessary for the purpose or otherwise, to repeal the Act relating to the said Delabole and Rock Railway, passed in the seventh and eighth years of Her present Majesty Queen Victoria, and intitled "An Act for making a Railway from Mellorn, in the parish of Minster, to Black Rock, in the parish of Saint Michael, in Saint Minver Lowlands, in the county of Cornwall," and to dissolve the Delabole and Rock Railway Company, and to amalgamate the said Railway with the said intended railways or any of them, that it may form part of such intended undertaking; and also to enable the said company so to be incorporated to purchase or rent the said railway and works and conveniences, and to hold and maintain the same; and also to enable the said company so to be incorporated as aforesaid to complete the said Delabole and Rock Railway, and to improve the same; and also to enable the said company so to be incorporated to levy tolls, rates, and

duties for, and in respect of, the said Delabole and Rock Railway so to be purchased or leased as aforesaid, and to alter the tolls, rates, and duties authorized by the said Act to be levied thereon, and to vary or extinguish all existing rights and privileges which would in any manner impede or interfere with the objects aforesaid, and to confer other rights and privileges. And it is further proposed to repeal certain provisions in the said Act, which prohibits the use of any engine or carriage drawn or impelled by the power of steam upon the said Delabole and Rock Railway, or any part thereof.

And notice is hereby further given, that plans and sections, describing the line and levels of the said intended railway or railways, and works, and the situations 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 and lessees, or reputed lessees and occupiers of such lands or 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 Cornwall, at his office in St. Austell, in the said county of Cornwall; 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 parishes in or through which the said intended railway or railways and works will pass or be made, will be deposited with the parish clerks of such parishes, at their respective residences.

Dated this sixth day of November, 1845.

Lawrence and Pattison,
Launceston, Cornwall, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act or Acts to authorize the construction and maintenance of a Railway, with all proper works, approaches, and conveniences connected therewith, commencing, by a junction with the Brighton and Chichester Railway, at or near the Woodgate or Bognor station of the said railway, in the parish of Aldingbourne, in the county of Sussex, and terminating at or near Bognor, in the parish of South Bersted, in the county of Sussex, aforesaid, or terminating at some intermediate point within some or one of the parishes and townships 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), Tangmere, Oving, Shopwick, Aldingbourne, Lindsey, Eastergate, Walberton, Barnham, Yaptan, Merston, Ford Climping, otherwise Clepinges, Middleton, Felpham, otherwise Felgham, South Bersted otherwise Southbersted, and Bangor, all in the county of Sussex.

And also one other railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the Brighton and Chichester Railway, at or near the Littlehampton station of the said railway, in the

parish of Littlehampton and the parish of Leominster, or one of them, in the county of Sussex, and terminating at or near Littlehampton, in the parish and county aforesaid, or terminating at some intermediate point within some or one of the parishes and townships 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), Leominster otherwise Lyminster otherwise Liminster, Wick, Tottington, Poling, Augmering, East Preston otherwise Preston, Rustington otherwise Rustyngton, and Littlehampton, all in the county of Sussex.

And also one other railway, with all proper works, approaches and conveniences connected therewith, commencing by a junction with the Shoreham branch of the London and Brighton Railway, in the parish of Old Shoreham, in the county of Sussex, or by a junction with the Brighton and Chichester Railway, in the parish of New Shoreham, or parish of Lancing otherwise Lower Lancing otherwise South Lancing, in the said county of Sussex, and terminating at or near Steyning, in the parish of Steyning, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, in the county of Sussex aforesaid, 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), New Shoreham, Old Shoreham, Lancing, North Lancing, South Lancing, Lower Lancing, Combes otherwise Coombes, Botolphs otherwise Buttolphs, Bramber, Beeding, Upper Beeding, Lower Beeding, Wiston, and Steyning, all in the county of Sussex.

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 also intended, by such Act or Acts, either to enable the London and Brighton Railway Company, and the Brighton and Chichester Railway Company, or one of them, either to carry into effect the said intended undertakings, or any or either of them, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended, by such Act or Acts, to vary or extinguish all existing rights and privileges in any manner connected with the lands pro-

posed to be purchased or taken for the purposes of the said undertakings, or any or either 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 further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railways, or any or either 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 said London and Brighton Railway Company, and to the Brighton and Chichester Railway Company, or one of them, and to enable the said last-mentioned companies, respectively, or either of them, to purchase or rent the said intended railways, or any or either 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, or any or either of them, or any part or parts thereof, 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 on between them.

And for the purposes aforesaid, it is intended to alter, vary, or extend, so far as may be necessary, the powers and provisions of the several Acts relating to the said London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first, and in the sixth and seventh, and 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 Brighton and Chichester Railway, passed respectively in the sessions of Parliament held in the seventh and eighth and in the eighth and ninth years of the reign of Her said Majesty.

And notice is hereby further given, that duplicate 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 Sussex, at his office in Lewes; 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 first day of November, 1845.

*Sutton, Ewens, Ommanney, and
Prudence, Basinghall Street,
London;*
*George and Henry Faithfull,
Brighton;*
Cooper and Williams, Brighton; } Solicitors.

Goole, Doncaster, Sheffield, Ashton-under-Lyne, and Manchester and Great Grimsby Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for making and maintaining a railway, with all proper and necessary stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, to commence at or near to the Ship Dock at Goole, in the parish of Snaith, in the West Riding of the county of York, or by a junction with the intended Wakefield, Pontefract and Goole Railway, near the Timber Dock in the township of Hook, in the parish of Snaith aforesaid, and from thence to pass 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), Hook, Goole, Armin, Rawcliffe, West Cowick, East Cowick, Cowick, Snaith and Cowick, Snaith, Thorne, Fishlake, Sykehouse, Hatfield, Stainforth, Stainforth with Sand Bramwith, Hatfield Woodhouse, Barnby-upon-Don, Kirk-Sandall, Sandall Parva, Park Lane, Streethorpe, Armthorpe, Long Sandall, Wheatley, Long Sandall with Wheatley, Doncaster, Carr-house, The Carrs, Balby with Hexthorpe, Hexthorpe, Balby, Loversall, Warmsworth, Edlington, Butterbusk, Conisbrough, Denaby, Mexbrough, Adwick-upon-Dearne, Bolton-upon-Dearne, Wath-upon-Dearne, Swinton, Darfield, Ardsley, Wombwell, Worsbrough, Billingley, Tankersley, Wortley, Wortley with Pillely, Pillely, Silkstone, Stainbrough, and Thurgoland, all in the West Riding of the county of York, and to terminate by a junction with the Sheffield, Ashton-under Lyne, and Manchester Railway, in the said township of Thurgoland, and parish of Silkstone. And also another railway from and out of the said intended railway, with all proper stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, diverging from the said first-mentioned railway, in the said township and parish of Thorne, and from thence to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Thorne, Snaith, Cowick, Snaith and Cowick, East Cowick, West Cowick, Rawcliffe, Armin, Hook, Goole, Swinefleet, Reedness, Swinefleet and Reedness and Whitgift, all in the said West Riding of the county of York, and to terminate at or near to the River Ouse, in the said township and parish of Whitgift.

And also another railway, with all proper stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, diverging from the first-mentioned railway in the said township and parish of Mexbrough, and from thence to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Mexbrough, Wath-upon-Dearne, and Swinton, all in the West Riding of the county of York, and to terminate by a junction with the North Midland otherwise the Midland Railway, at two points in the said township of Swinton and

parishes of Wath-upon-Dearne, and Mexbrough aforesaid, or one of them.

And also another railway, with all proper stations, erections, bridges, wharfs, works, communications, approaches, and conveniences, connected therewith, diverging from the first-mentioned railway in the said township and parish of Darfield, and from thence to pass from, in, through, or into, the several parishes, townships, townlands, and extra-parochial or other places of Darfield, Wombwell, Hemingfield, Wath-upon-Dearne, West Melton, Hoyland, Nether Hoyland, Wentworth, and Elesecar, all in the West Riding of the County of York, and to terminate in the said township of Nether Hoyland, and parish of Wath-upon-Dearne aforesaid.

And also another railway, with all proper stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, diverging from the first-mentioned railway in the said township of Wombwell and parish of Darfield, and from thence to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places, of Darfield, Wombwell, Worsbrough, Ardsley, Silkstone, and Barnsley, all in the West Riding of the County of York, and to terminate at the town of Barnsley, in the said township of Barnsley and parish of Silkstone aforesaid. And it is intended to apply for powers to make lateral deviations from the line of the proposed railways and other works, to the extent or within the limits defined, upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up, all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tram roads, within the said parishes, townships, 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 several works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, 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 with the Clerk of the Peace for the West Riding of the county of York, at his office in Wakefield, in the said riding, and with the Clerk of the Peace for the borough of Doncaster in the said West Riding, at his office in Doncaster 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 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 respective parish clerks of the said several parishes at their respective places of abode.

And notice is hereby further given, that it is intended by the said Act to incorporate a company for the purpose of carrying into effect the proposed railways and works, and to apply for powers for the compulsory purchase of lauds, houses, buildings,

and hereditaments, and to vary or extinguish all existing rights and privileges in any manner connected with such lands, houses, buildings, 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 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 also to use and to convey, carry, and pass over, along, and upon the said North Midland Railway otherwise Midland Railway, the said Sheffield, Ashton-under-Lyne, and Manchester Railway, and the said intended Wakefield, Pontefract, and Goole Railway respectively, with engines, carriages, passengers, and their luggage, cattle, beasts, animals, goods, wares, merchandises, matters, and other things.

And it is further intended by the said Act, to enable the said Company to be incorporated as aforesaid, to let on lease, or sell, the said intended railways or any of them, or any part thereof respectively, and the works connected therewith, or with any part 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 other railway company or companies to purchase, or rent, or to execute the said intended railways and works, or any of them, or any part thereof respectively, and to exercise and enjoy such powers as aforesaid.

Dated this eighth day of November, 1845.

<p><i>Wheats and Staniforth,</i> <i>Frederick Fisher,</i> <i>John Wilson</i> <i>Thomas Rodgers.</i></p>	}	<p>Joint Solicitors.</p>
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Direct Exeter, Plymouth, and Devonport Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for a Bill or Bills for making and maintaining a railway, with all proper and necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, quays, wharfs, depôts, warehouses, roads, and other suitable and commodious works and conveniences attached thereto, or connected therewith, commencing at or near the city of Exeter, in the parish of Saint David, in the county of the same city, and passing from, in, through, or into the several parishes, townships, townlands, hamlets, and extra-parochial, and other places following, or some or one of them; (that is to say,) the parishes of Saint Paul, Saint David, and Saint Edmund otherwise Saint Edmund-on-the-Bridge, in the city and county of the city of Exeter, the parishes of Saint Thomas the Apostle, Whitestone, Alphington, Ide, Exminster, Shillingford, Kenn, Dunchideock, Kenton, Holcombe, Burnell, Dunsford, Bridford, Christow, Doddiscombsleigh, Ashton, Mamhead, Trusham, and Chudleigh, the township of Chudleigh, the parishes of Ashcombe, Ideford, Hennock, Kingsteignton, Bishopsteignton, Teigngrace, Highweek, Woolborough, Bovey Tracey otherwise

South Bovey, Ilsington, Bickington, Woodland, West Oggwell, East Oggwell, and Ashburton, the township of Ashburton, the parishes of Holne, Buckfastleigh, Staverton, Dean Prior, Rattery, South Brent, Ugborough, Harford, Ermington, Cornwood, Plympton Earle otherwise Plympton Maurice, Plympton Saint Mary, Eggbuckland, extra-parochial lands adjoining the said parish of Eggbuckland and Charles the Martyr, the tything of Compton Gifford, the parishes of Charles the Martyr and St. Andrew, in the borough of Plymouth, and the parishes of East Stonehouse and Stoke Damerel, all in the county of Devon, and terminating at or near the town and borough of Plymouth, and the town and borough of Devonport, in the same parishes of Saint Andrew, Charles the Martyr, East Stonehouse, and Stoke Damerel, or some or one of them.

And it is also intended by the said Bill or Bills, to apply for power to deviate from the line or lines of the said railway, as laid down in the plans to be deposited as hereinafter mentioned, to an extent or within the limits to be defined on such plans, and also to alter or divert any turnpike road or roads, in the said parishes, townships, townlands, or places or some or one of them, to the extent shown or intended to be shown on the said plans; and also to divert such rivers, streams, drains, canals, navigations, ditches, or running waters, and to alter and divert such roads, ways, and paths within the said parishes, townships, townlands, and places aforesaid, as may be required to be diverted or altered for the proper construction of such railway as aforesaid.

And notice is hereby given, that it is intended by the said Bill or Bills to incorporate a company for the purposes of the said undertaking, with powers of levying, taking, receiving, and collecting tolls, dues, and rates, for the use and in respect of the said intended railway and works, or any of them, and for the compulsory purchase of all such messuages, lands, tenements, and hereditaments within the said several parishes, townships, townlands, and places as may be required for the purposes aforesaid, or any of them. And it is intended to extinguish all rights, privileges, and exemptions connected with such lands, tenements, and hereditaments so to be purchased as aforesaid, and all exemptions from existing tolls, rates, and duties which may in any manner interfere with the construction and maintenance of the said intended railway and works, or any of them.

And notice is also given, that it is intended by the said Bill or Bills to enable the said company so to be incorporated as aforesaid, to enter into arrangements and agreements with certain persons or companies intending to apply to Parliament in the ensuing session for making and maintaining certain lines of railway between the towns of Dorchester in the county of Dorset, and Yeovil in the county of Somerset, and the city and county of the city of Exeter, and between the town of Dartmouth and Torbay in the said county of Devon and the said city and county of the city of Exeter; and with the Bristol and Exeter Railway Company, and the Great Western Railway Company, or any

of them, and with any other railway company or companies, for and concerning the carrying on and conducting the traffic upon the respective railways of the said companies respectively, and upon other railways connected therewith, and the fixing and apportioning the tolls, rates, dues, duties, freights, fares, profits, and advantages thereof, upon such terms and conditions as shall be mutually agreed upon between them: and notice is further given, that it is intended by the said Bill or Bills to apply for power to enable the company thereby incorporated to treat or agree with the company of proprietors of a certain railway, called the Plymouth and Dartmoor Railway Company, incorporated under a certain Act made and passed in the fifty-ninth year of the reign of King George the Third, intituled "An Act for making and maintaining a railway or tramroad from Crabtree, in the parish of Egg Buckland, in the county of Devon, to communicate with the Prison of War on the Forest of Dartmoor, in the parish of Lydford, in the said county," for the absolute purchase of the same railway, and all works and branches connected therewith, and all their estate, right, title, and interest therein, or any part thereof, and to enable the said company of proprietors to sell and dispose of the same, either absolutely or for any term of years, and for such purposes to alter, vary, or repeal, all or any of the provisions of the said last mentioned Act, and also of certain other Acts of Parliament, the one made and passed in the first year of the reign of King George the Fourth, intituled "An Act for making a branch railway or tramroad from a place called Crabtree, in the parish of Egg Buckland, to certain lime works at a place called Cat Down, and also to Sutton Pool, in the parish of Charles, all in the county of Devon, to communicate with the Plymouth and Dartmoor Railway at Crabtree aforesaid;" and the other of the said Acts, being made in the second year of the reign of King George the Fourth, intituled an Act to authorise the Plymouth and Dartmoor Railway Company to vary the line of a certain part of the said railway, and to amend the Act passed for making the said railway. And notice is also given, that it is intended by the said Bill or Bills to enable the said company thereby incorporated to purchase by compulsion or otherwise, or to lease for any term or terms of years, the embankment, roads, bridges, and other works, lands, and hereditaments, belonging to the Plymouth Embankment Company, and made, constructed or acquired under the provisions of an Act of Parliament, made in the forty-second year of the reign of King George Third, intituled "An Act to enable His Majesty to grant certain parcels of land situate between Great Prince Rock and the village of Crabtree, called Tothill Bay and Lipson Bay, near to the borough of Plymouth in the county of Devon, to certain persons therein named, for the purpose of embanking and preserving the same from the sea;" and of another Act, made in the forty-third year of the reign of King George the Third, intituled "An Act to enable the company of proprietors for embanking part of the Lairy, near Plymouth, to make and maintain a road from a certain place called Elford Quay, in

the parish of Egg Buckland, in the county of Devon, to the borough of Plymouth;" and to enable the said company so to be incorporated, to enter into any agreement or arrangement, with the said Plymouth Embankment Company, for crossing, using, or altering the said roads, embankment, and works, or any of them, and for all, or any of the purposes aforesaid to alter, repeal, or vary, extend, or enlarge the powers and provisions of the said above-mentioned Acts of Parliament, or either of them.

And notice is hereby also given, that on or before the thirtieth day of November instant, plans and sections of the proposed railway, with duplicates of the same, and book of reference thereto, containing the names of owners or reputed owners, lessees or reputed lessees, and occupiers, of the lands, houses, tenements, and hereditaments, through which the said line of railway is intended to be made, will be deposited for public inspection, with the Clerk of the Peace for the said city and county of the city of Exeter, at his office in the same city, and with the Clerk of the Peace for the said county of Devon, at his office at the Castle of Exeter, in the said county, and with the Clerk of the Peace for the borough of Plymouth, at his office at Plymouth, 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 several parishes, in or through which the said railway and works or any part thereof, is intended to be made, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such several parishes, at his respective place of abode. And also that copies of the plans, and sections, and books of reference of the said undertaking will be deposited in the Private Bill Office of the Commons' House of Parliament, on or before the said thirty-first day of December next.

Dated the first day of November, 1845.

<i>Tyson and Curling</i> , 3, Frederick Place, Old Jewry, London;	} Solicitors for the Bill.
<i>Thomas Floud</i> , Exeter;	
<i>Woolcombe, Square, Stephens</i> , and <i>Prance</i> , Plymouth;	
<i>Beer and Rundle</i> , Devonport;	

Hull, Malton, and Northern Union Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill or Bills for making and maintaining a railway or railways, with all proper works and convenient stations, erections, bridges, communications, approaches, and conveniences connected therewith, commencing from and out of the Great North of England Railway, in the parish of Topcliffe, in the township of Dalton, in the North Riding of the county of York, and terminating at or upon the Hull and Bridlington Railway, in the parish and township of Great Driffield, in the East Riding of the said county of York; which said railway is intended to pass from, through, or into

the several parishes, townships, parochial chapelries, or town lands and extra-parochial places following, that is to say,—Thirsk, Topcliffe, Thirkleby otherwise Thirtleby, Sessay, Thormanby, Hushwaite otherwise Carlton Hushwaite, Kilburn Coxwold, Ampleforth, Oswaldkirk, Gilling Stonegrave, Nunnington, Hovingham, Slingsby, Barton-le-Street, Norton, Appleton-le-Street, Old Malton, New Malton, New Malton in Saint Leonard's, New Malton in Saint Michael's, Kirkby, Knowle, Carltonminiott otherwise Carleton Islebeck, Sowerby, Sand, Hutton, Carlton, Hushwaite, Morton, Birdforth, Cooneythorpe, Bagby, Catton, Dalton, Balk, Islebeck, Carlton, Elmer with Crake Hill otherwise Elenere with Crakehall, Skipton Asenby, Baldersby Diskforth, Marton-le-Moor, Rainton with Newley, Great Thirkleby otherwise Great Thirtleby, Little Thirkleby otherwise Little Thirtleby, Osgodby, Hutton, Sessay, High Kilburn, Low Kilburn, Floodgrange, Oldstead, Wass, Thorpe-le-Willows, Angram Grange, Newburgh, Oulston, Thornton otherwise Thornton-on-the-Hill, Wildon Grange, Yearsley, Bridforth, Byland-cum-Membris, Ampleforth Birdforth Quarter, Ampleforth Saint Peter's Quarter, and Ampleforth Oswaldkirk Quarter, West Norton, Oswald Kirk, Oswald Kirk Grange, Gilling Cawton, Grimston, Stonegrave Westrees, East Newton, Laysthorpe, Ayrholme with Hawthorpe and Baxton Howe, Colten otherwise Coulton, Fryton, Eastness Scackleton, South Holme with Slingsby, Butterwick, Armotherby, Swinton, Broughton Hieldenley, Easthorpe and Wycombe, or some of them in the North Riding of the county of York, and the parishes, townships, parochial chapelries, or townlands, and extra-parochial places following, that is to say, Old Malton, New Malton, New Malton in Saint Leonard's, New Malton in Saint Michael's, Norton Langton, Settrington, Rillington, Thorpe Bassett otherwise Thorp Bassett, Winterringham otherwise Wintringham, Kirby Gryndalyth otherwise Kirby Grindalythe, North Grimstone otherwise North Grimston, Wharram-le-Street, Wharram Percy, Fridaythorpe, Sledmere, Birdsall, Wetwang, Garton otherwise Garton-on-the-Wolds, Little Driffeld, Kirkburn, Great Driffeld, Nafferton, Hutton-cum-Cranswick otherwise Hutton Cranswick, Skerne, Scampston, Knapton, Fimber, Norton, Welham, Sutton, Sangton, Kentythorpe, Scagglethorpe, Rillington, Scampstone, Sutton Welham, Linton, Newton, Mowthorpe, Duggleby, Thirkleby otherwise Thirtleby, Wharram Grange, Bella, Raisthorpe, Burdall otherwise Burdall otherwise Burdale, Thixendall otherwise Thixendale, Pluckham, Towthorpe Croom, Fimber Garton otherwise Garton-on-the-Wolds, Emswell, Kelleythorpe otherwise Killingthorpe, Battlebourn, Eastburn, Southburn, Tibthorpe, Wansford, Pockthorpe, Rotsea, and Sunderlandwick, or some of them, in the East Riding of the said county of York.

And in the said Bill power will be applied for to authorize the construction and maintenance of the following branch railways, or some of them, with proper works, stations, communications, approaches, and conveniences connected therewith, (that is to say) : a branch railway commencing by a junction

with the intended main line of railway in the parish and township of Great Driffeld aforesaid, passing through the said parish and township and terminating in the same by a junction with the Hull and and Bridlington Railway.

Another branch railway commencing by a junction with the said intended main line of railway in the parish and township of Old Malton aforesaid, passing through the said last-named parish and township, and terminating in a field or close therein belonging to the Right Honourable Earl Fitzwilliam, and in the occupation of John Hopkins.

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

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 branch railways, and also to authorize a junction with any railway or railways at the commencement or termination, or on the line or course of the said intended railway, 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 alter, divert, or stop up, whether temporarily or permanently, all such turnpike roads, canals, aqueducts, navigations, railways, and tram-roads within the parishes, townships, parochial chapelries, or townlands 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.

And it is intended to apply for power, in the said Bill or Bills, to levy tolls, rates, or duties, for the use of the said railway and branch railways, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the 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 executing the said railway, and branch railways, and other works.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, 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 this present month of November, be deposited with the Clerk of the Peace for the North Riding of the county

of York, at his office at Northallerton, in the said North Riding, and with the Clerk of the Peace for the East Riding of the county of York, at his office at Beverley, in the said East Riding.

And that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railway and branch railways will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this sixth day of November, 1845.

Maltby, Beachcroft, and Robinson,
34, Old Broad-street, London.

Bristol and Birmingham Railway.
(Bath Line.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts to alter, amend, and enlarge the powers and provisions of an Act passed in the ninth year of the reign of His Majesty King George the Fourth, intituled "An Act for making and maintaining a railway or tramroad from or near the city of Bristol to Coal-pit Heath in the parish of Westerleigh in the county of Gloucester;" and also of an Act passed in the fourth year of the reign of his late Majesty King William the Fourth, intituled "An Act to alter, amend, and enlarge the powers 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 or near the the city of Bristol to Coalpit Heath, in the parish of Westerleigh, in the county of Gloucester;'" and also of an Act passed in the third year of the reign of her present Majesty Queen Victoria, intituled "An Act for altering and extending the line of the Bristol and Gloucestershire Railway, and for amending the Acts relating thereto;" and also of an Act passed in the fifth year of the reign of her present Majesty, intituled "An Act for granting further powers to the Bristol and Gloucester Railway Company;" and also of an Act passed in the sixth and seventh years of the reign of her present Majesty, intituled "An Act for Amending the Acts relating to the Bristol and Gloucester Railway, and for making a branch railway out of the same;" in which Act or Acts it is intended to apply for powers to make and maintain an extension or branch railway, with proper works and conveniences connected therewith, commencing by two junctions with the line of the Bristol and Gloucester railway in the parish of Mangotsfield, in the county of Gloucester, and terminating at or near a place called Sidney Gardens, in the parish of Bathwick, in the county of Somerset, or at another point in the parish of Swainswick in the same county, near the junction of the turnpike road leading from Bath towards London, with the turnpike road leading from Bath towards Gloucester, and which said extension or branch railway is intended to pass from, in, through or into the several parishes, townships, extra-parochial and other

places of Mangotsfield, Sisten, Pucklechurch Wick and Abson otherwise Abston or Abbotston, Doyn-ton and Cold Aston otherwise Cold Ashton, or some of them, in the county of Gloucester; Weston, Langridge, Swainswick, Tadwick otherwise Tatwick, Wolley otherwise Woolley, Charlecombe, Walcot, Saint Saviour's, Batheaston, Bathampton, Bath and Bathwick, or some of them, in the county of Somerset, and Walcot and Saint Saviour's within the city of Bath.

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

And notice is hereby also given, that it is intended in the said Act or Acts to apply for powers for the compulsory purchase of lands and houses, and other hereditaments, and for powers to levy tolls, rates, or 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 rights and privileges in any manner connected with the lands, houses, and hereditaments proposed to be taken for the purposes of the said proposed works, or otherwise impeding the execution of the powers to be conferred by the said Act or Acts, and to confer, vary, or extinguish exemptions from the payment of tolls and duties, and other rights and privileges.

And it is proposed by the said intended Act or Acts either to incorporate a Company, with powers to make and maintain the said extension or branch railway and works, and to exercise the power of the said Act or Acts, or to enable the Bristol and Gloucester Railway Company, or the Midland Railway Company to make and maintain, use and exercise, or join in making and maintaining, using and exercising the same railway and works and powers, and to provide the necessary funds for that purpose.

And notice is hereby also given, that plans of the said proposed railway and works, and also duplicates of such plans, and also sections and duplicates thereof, (together with books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in or through which the said several works are to be made, maintained, varied, extended or enlarged, will be deposited for public inspection with the Clerk of the Peace for the county of Gloucester, at his office at Gloucester; and with the Clerk of the Peace for the county of Somerset, at his office at Taunton, and with the Clerk of the Peace for the city of Bath, at his office at Bath, 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 one thousand eight

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

Dated this first day of November, 1845.

*Parker, Hayes, Barnwell, and
Twisden, 1, Lincoln's-Inn Fields,
London,
Berridge and Macaulay, Lei-
cester,
Samuel Carter, Birmingham,* } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Acts for making and maintaining a railway from or near Devizes, to or near Bridgwater, with all proper and convenient stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith, to commence at or near Devizes, in the county of Wilts, and to terminate at or near the station of the Bristol and Exeter Railway, in the parish of Bridgwater, in the county of Somerset, 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: the Chapelry of Saint James, Bishop's Cannings, the blessed Virgin Mary, and Saint John the Baptist, in the borough of Devizes; Rowde, Poulshot, Potterne Worton, Marston, Great Cheverill, Seend, Keevil, Bulkington, Earlstoke, Melksham, East Coulston, Edington, West Coulston, Steeple Ashton, Rowd Ashton or West Ashton, Hinton, Semmington, North Bradley, Westbury, Bratton, Chantry, Westbury Borough, Priory, Heywood, Hawkeridge, Brooke, Standerwick, Pen Leigh, Leigh, Westbury Leigh, Dilton, Short Street, and Chapman's Slade, in the county of Wilts; Standerwick, Berkeley, Beckington, Cullington, Orchard Leigh, Rodden, Frome, Marston Bigott, Elm, Whatley, Nunney, Cloford, Leighton, Wanstrow, Downhead, East Cranmore, West Cranmore, Douling, Evercreech, Shepton Mallet, Pilton, Croscombe, Dinder, the Out Parish of Saint Cuthbert in the City and Borough of Wells, the In Parish of Saint Cuthbert in the City, and borough of Wells, the Liberty of Saint Andrew in Wells, Coxley, Dulcot, Meare, Wookey, the Parish of the United Parishes of Saint John the Baptist and Saint Benedict in the town of Glastonbury, Street, Walton, Ashcott, Greinton, Middlezoy, Othory, Moorlinch, Edington, Catcott, Sutton Mallett, Chilton-super-Polden, Cossington, Shapwick, Bawdrip, Woolavington, Chedzoy, Weston Zoyland, Wembdon, Butleigh, and Bridgwater, and the borough of Bridgwater, all in the county of Somerset. And it is intended to apply for powers 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, all such turnpike roads, parish roads, and other highways, rivers, streams, canals, navigations, railways, and tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works. And notice is hereby further given, that it is intended by the said Act or Acts, to incorporate a company for the purpose of carrying into effect the proposed undertaking and works, and 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 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 notice is also given, that it is intended to apply for powers in the said Act or Acts, to enable any other railway company or proposed railway company, with whose line the railway hereby contemplated, may form a junction to subscribe out of their corporate funds, or otherwise, and hold shares in the said undertaking.

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 Wilts, at his office at Wilton, in the said county, and with the Clerk of the Peace for the county of Somerset, at his office at Taunton, 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 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.

Dated this eighth day of November, 1845.

*Thomas Danger,
George Frederick Fox,* } Solicitors, Bristol.

Tring and Reigate 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, together with all proper and necessary stations, erections, bridges, wharfs, works, communications, approaches, and conveniences connected therewith; the said railway to commence at a point upon and form a junction with the London and Birmingham Railway, at or near to the Tring station of that railway in the parishes of Aldbury and Tring, or one of them, and county of Hertford, and terminating by a junction with the South Eastern Railway, at or near the Reigate and Redhill station of

the same railway, in the parish of Reigate, and county of Surrey, the said intended railway in its course passing over the Great Western Railway, at or near the Slough station of that railway, in the parish of Slough and County of Buckingham, and forming a junction with the said Great Western Railway, at or near the said Slough station by a connecting branch railway; the said intended railway also passing in its course over or above the London and South Western Railway, at or near the Weybridge station of that railway, in the parish of Weybridge, and county of Surrey, and forming a junction with the said London and South Western Railway, at or near the said Weybridge station by a connecting branch railway; the said intended railway in its course also forming a junction with the London and Brighton Railway, at or near the Reigate and Redhill station of that railway, in the said parish of Reigate, and County of Surrey; or, if necessary and expedient, to form and have for the said intended railway or railways and works separate and independent termini or terminal stations at the respective places of junction above mentioned or any of them; and which said intended railway or railways and works will pass, or be made from, through, or into the several parishes, chapelries, townships, townlands, hamlets, liberties, and extra-parochial and other places following, or some of them; that is to say: Aldbury, Tring, Wigginton, Northchurch otherwise Berkhamstead Saint Mary, Berkhamstead otherwise Berkhamstead Saint Peter's, the hamlet of Coleshill or chapelry of Coleshill, or some part or parts thereof, all in the county of Hertford, or some of them, Cholesbury, Hawridge, Ashbridge otherwise Ashridge, Chatheridge otherwise Chartridge or Chateridge Hundridge, Botley otherwise Botley Street, Ashley Green, Billington otherwise Bellingdon, chapelry of Latimers or Latimers chapelry, Chesham, Chesham Bois, Amersham, all in the county of Buckingham, or some of them.

The hamlet of Coleshill, or chapelry of Coleshill, or some part or parts thereof, in the county of Buckingham, Chalfont Saint Giles, Chalfont Saint Peter's, Penn, Beaconsfield, Woburn Hedgerley, parish of Burnham, parish of Farnham Royal, hamlet of Seer Green, in the parish of Farnham Royal, parish of Burnham, Langley, Stoke Poges, Wexham, Upton-cum-Chalvey, Datchet, Horton, Wyrardisbury otherwise Wraysbury, all in the county of Buckingham, or some of them.

Egham, Thorpe, Chertsey, Weybridge, Walton, Byfleet, Cobham, Stoke De Abernon otherwise Stoke D'Abernon otherwise Stoke D'Alborne, Fetcham, Leatherhead otherwise Letherhed otherwise Leatherhed otherwise Letherhead, Effingham, Great Bookham, Little Bookham, Leigh, Headley otherwise Hedley, East Horsley, Mickleham, Westhumble, Brockham, Buckland, Betchworth otherwise Bechworth otherwise Beechworth, Walton otherwise Walton-on-the-Hill, Reigate, Borough of Reigate, Foreign of Reigate, all in the county of Surrey, or some of them.

And notice is hereby also given, that duplicate plans and sections of the said intended railway or railways and works, with books of reference thereto

will be deposited for public inspection on or before the thirtieth day of November instant with the Clerk of the Peace for the county of Hertford, at his office at Saint Alban's, in that county; also with the Clerk of the Peace for the said county of Buckingham, at his office at Aylesbury, in that county; and with the Clerk of the Peace for the said county of Surrey, at his office at No. 1, North Street, Lambeth, in that 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 intended 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 his usual place of abode.

And notice is hereby also given, that it is intended to apply to Parliament for power to make lateral deviations from the line of the proposed works to the extent or within the limits defined upon the plans hereinbefore mentioned. And also to cross, divert, alter, or stop up all such turnpike-roads, parish roads, and other highways, streams, sewers, canals, navigations, railways, and tram-roads within the parishes, chapelries, townships, townlands, hamlets, liberties, 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 intended railway or 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 their commencement or commencements or termination or terminations or in the line or course of such railway or railways respectively; and with powers also to sell, lease, or amalgamate such intended railway or railways and works to or with any other railway company or railway companies; and also to purchase or rent and use and work the railway and works belonging to any other companies; and to enable the last-mentioned companies, or any of them, to purchase or rent the said intended railway or railways, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connection therewith, and to enter into such arrangements as may seem expedient, or to amalgamate and become incorporated with the said intended company.

And notice is hereby further given, that it is intended by the said Bill or Bills to incorporate a company for the purpose of making and maintaining the said intended railway or railways and works, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments necessary for the making and completion of the same, and to vary and extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid, or which would in any manner impede or interfere with the objects aforesaid, and also to levy tolls, rates, and duties upon or in respect of the said intended railway or railways and works, and to

alter any 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.

R. M. and C. Baxter, 48, Lincoln's Inn Fields,
and
Dickson and Overbury, 4, Frederick's Place,
Old Jewry, London,
Solicitors for the said Bill.

Somerset Court for the Recovery of Small Debts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for a Bill or Bills for establishing, constituting, and maintaining a Court or Courts for the recovery of Small Debts within and for the several boroughs, parishes, townships, hamlets, or places within the county of Somerset following; (that is to say) Alford, Ansford, Ashwick, Abbots Leigh, Axbridge, Ashill, Aisholt otherwise Asholt, Ashpriors, Ashbrittle, Aller, Ashington, Angersleigh, Ashcott, Allowenshay, Almsford, Ash, Biddisham, Brean, Burnham, Berrow, Burrington, Bruton, Babcary, Barton Saint David, Brockley, Beckington, Berkeley, Baltonsborough, Bedminster, Barrow otherwise Barrow Gurney, Backwell, Butcombe, Brislington, Burnett, Babington, Buckland Dinham, Bratton otherwise Bratton Seymour, Binegar, Batcombe, Badgworth, Banwell, Blagdon, Bleadon, Blackford, Blackford in Wedmore, Bishport, Bourton, Beer Crocombe, Bickenhall, Broadway, Buckland Saint Mary, Broomfield, Barwick otherwise Berwick otherwise Barwick and Stoford, Bishops Lydeard, Bathelton otherwise Badialton, Bawdrip, Bridgewater, Barrington, Brympton otherwise Brimpton, Bishop's Hull, Bradford, Butleigh, Bicknoller, Brompton Ralph, Brushford, Brompton Regis, Burrow Bridge, Bintle in Edington, Chapel Allerton otherwise Allerton, Castle Cary, Compton Pauncefoot otherwise Pouncefoot, Chew Magna, Chewstoke, Clutton, Camely, Chewton Mendip, Chilcompton, Compton Martin, Cloford, Cranmore East otherwise East Cranmore, Chelvey, Charleton Horethorne otherwise Charlton Canfield, Corton Denham, Chelwood, Compton Dando, Charlton Musgrave otherwise Charlton Musgrove, Cucklington, Clapton, Clevedon, Christ Church, Charterhouse-Hinton otherwise Hinton Charterhouse, Charterhouse on Mendip, Coombhay, Croscombe, Charterhouse, Cheddar, Churchill, Christon, Compton Bishop, Congresbury, Coleford (in Kilmersdon), Combe Down, Cleeve, Crickett Malharbie otherwise Mallherby, Curland otherwise Courland, Curry Mallett, Curry Rivel, Chilton Trinity, Creech Saint Michael, Cannington, Charlinch otherwise Charlynch, Carhampton, Colbone or Culbone otherwise Kitnor, Cutcombe, Crewkerne, Chilton Cantelo otherwise Chilton Cantiloe, Chiselborough, Clossworth, Chard Borough, Chard Parish, Combe Saint Nicholas, Chedzoy, Charlton Adam otherwise East Charlton, Charlton Mackrell, Chaffcombe, Chillington, Cricket Saint Thomas, Cudworth, Chilthorne Domer, Cheddon Fitzpaine,

Coombe Florey, Corfe, Cothelston otherwise Cothelstone, Calcoit, Chilton Polden, Compton Dundon, Cossington, Chipstable, Clatworthy, Crowcombe, Carhampton, Dundry, Dinder, Ditcheat, Doulting, Downhead, Downside, Donyatt, Drayton, Durleigh, Dunster, Durston, Dinnington, Dowlish Wake, Dodington or Doddington, Dulverton, East Brent, Embrow otherwise Emborough, Evercreech, East Pennard, East Harptree, East Lydford, Eastrip, Enmore, Exford, East Chinnock, East Coker, Edington, East Quantoxhead, Elworthy, Exton, Edstock and Beer, Earnshill, Exmoor, East Lambrook, Farringdon Gurney, Frome Selwood, Farmborough, Flax Bourton otherwise Bourton, Foxcote otherwise Foxcot otherwise Forscott, Fivehead, Fiddington, Fitzhead, Great Elm otherwise Elm, Goathill, Gasper, (Hamlet), Green Oar, Gasper Tything, Goathurst, Grenton otherwise Greinton, Godney in Meare, Huntspill, High Littleton, Hinton Bluett, Henstridge, Horsington, Hardington, Hemington, Holcombe, Hornblotton, Hulton, Holton, Hatch Beauchamp, Hinton Saint George, Hardington Mandeville, Haselbury Plucknett, Huntspill, Huish Episcopi, Heathfield, Hillfarance, Halse, Hawkridge, Huishchamflower, High Ham, Huntspill, Holford, Hambridge, Ilminster, Ilton, Isle Abbots, Isle Brewers, Ilchester otherwise Ivelchester, Keinton Mandefield, Kingweston, Kingstone Seymour, Keynsham, Kilmersdon, Kilmington, Kenn, Kewstoke, Kingston otherwise Kingston juxta Yeovil otherwise Pitney, Kingsbury Episcopi, Kittisford, Kingsdon, Knowle Saint Giles, Kingston, Kingstone, Kilton, Kilve, Kingsbrompton, Lympsham, Lovington, Laverton, Lullington, Long Ashton, Litton, Lamyatt, Locking, Loxton, Leigh-upon-Mendip, Lyng, Luckham, Luxborough, Langford Budville, Langport, Langport Eastover, Lopen, Limington, Lydeard Saint Lawrence, Lufton, Lilstock, Long Sutton, Load, Leighland, Mark, Milton Clevedon, Maperton, Mells, Midsomer Norton, Marston Bigott, Meare, Marston Magna, Milborne Port, Marksbury, Minehead, Merriott, Misterton, Middle Chimnock, Martock, Milverton, Muchelney, Mudford, Montacute, Middlezoy, Moorlinch, Monksilver, North Braham otherwise Brewham, North Barrow, North Cadbury, Norton Malreward, Nunney, Nyland and Batcombe otherwise Batcombe cum Nyland, North Wootton, North Cheriton, Nailsea, Norton Saint Philips, Norton Hawkfield, North and South Bradon, North Perrott, Norton sub Hambdon, North Curry, North Petherton, Norton Fitzwarren, Nynhead, Northover, Nether Stowey, Nettlecombe, Nether Ham, Newton North, North Moor Green, Orchardley otherwise Orchardleigh, Otterhampton, Over Stowey, Oare otherwise Oar, Odcombe, Oak otherwise Oake, Othery, Old Cleeve otherwise Old Cleve, Orchard Portman, Otterford, Pitcombe, Paulton, Pointington, Priston, Publow otherwise Publoe, Penselwood, Portbury, Portishead, Priddy, Pilton, Pylle, Puxton, Pensford, Panborow and North Load, Puckington, Porlock, Pendomer, Puriton, Pawlett, Pitney, Preston Plucknett, Pitminster, Puddimore Milton, Queen Camel, Queen Charlton, Road, Rodden, Radstock, Rodney Stoke otherwise Stoke Gifford, Rowberrow other-

wise Roberrow, Rimpton, Regilbury, Runnington otherwise Rowington, Ruishton, Raddington, Ranborow and North Load, South Brent, South Bruham otherwise Brewham, South Barrow, South Cadbury, Sparkford, Sutton Montis, Stowey, Stone Easton, Standerwick, Saint Benedict in Glastonbury, Saint John the Baptist in Glastonbury, Sandford Orcas, Stowell, Saint Thomas in Pensford, Saltford, Stanton Drew, Stanton Prior, Stratton on the Fosse, Shepton Montague, Stoke Trister, Saint George's otherwise Easton in Gordano, Saint Andrew in Wells, Saint Cuthbert in Wells out parish, Saint Cuthbert in Wells in parish, Shepton Mallet, Stoke Lane, Shipham, Saint Mark in Widcomb, Saint John's Weston, Saint Paul's Bedminster, Staplefitzpaine, Stocklinch Magdalen, Stocklinch Ottersey, Swell, Stogursey otherwise Stoke Courcy, Spaxton, Stockland Bristol otherwise Stockland Gaunts, Stringston, Selworthy, Stoke Pero, Seaborough, Sutton Bingham, Sampford Arundell, Stawley, Stoke Saint Gregory, Saint Michael Church otherwise Saint Michael, Somerton, Sevington Saint Mary, Sevington Saint Michael, Shepton Beauchamp, South Pether-ton, Staplegrove, Stoke Saint Mary, Stoke under Hamdon, Shapwick, Stawell, Street, Sutton Mallett, Saint Decumans, Sampford Brett, Skilgate, Stogumber, Sock otherwise Sock Dennis, Timsbury, Temple Coombe otherwise Abbas Coombe, Trent, Tickenham, Theale in Wedmore, Trubwell Nempnett otherwise Thrubwell Nempnett otherwise Nempnett, Timberscombe, Treborough Thorne Saint Margaret otherwise Thorn Saint Margaret, Thorn Falcon, Thurlbear, Thurloxton, Taunton Saint James, Taunton Saint Mary Magdalen, Tolland, Trull, Thorn Coffin, Tintinhull, Upton Noble, Ubley, Uphill, Upton, Woolley, Weare, Wedmore, Wrington, West Lydford, Weston Bampfylde, West Harprece, Wydcombe (Tything), Wanstrow, Whatley, Witham Friary, Woolverton, West Bradley, West Pennard, Winford, Whitechurch otherwise Pilton, Writhlington otherwise Wridlington, Wincanton, Walton-in-Gordano otherwise Walton, Weston otherwise Weston-in-Gordano, Wraxhall, Westbury, West Cranmore, Wookey, Week Saint Lawrence otherwise Wick Saint Lawrence, Weston-super-Mare, Winscombe, Worle, Wyke Champflower, Wheathill, West Dowlish, Whitelackington, Withycombe, Wootton Courtney otherwise Wootton Courtenay, Wayford, West Chinnock, West Coker, Winsham, Wellington, West Buckland, Wiveliscombe, Westhatch, Wembdon, West Camel, Whitestaunton otherwise Whitestaunton, West Bagborough, Wilton, Withiel Florey, Walton, West Monkton, Westonzoyland, Woolavington, West Quantoxhead, Winsford, Witheypool, West Dowlish, Williton in Saint Decumans, Yarlington, Yarnfield (Hamlet), Yatton, Yeovilton, Yeovil, and all others the several parishes, townships, villages, hamlets, and extra-parochial places within the said county of Somerset, not comprised within the jurisdiction of the Court of Conscience for the city and county of Bristol, and the Court of Requests for the city of Bath, and the liberties thereof, and the parish of Walcot, and the several parishes and places in the hundreds of

Bathforum and Wellow, and the liberties of Hampton and Claverton, and Easton and Amrill, in the county of Somerset, in which Bill or Bills provision will be made for limiting, fixing, and regulating the fees, rates, and charges to be taken and made by the officers of the said court or courts.

Dated this tenth day of November, 1845.

Slade and Vining, Yeovil,
Nicholas Broadmead,
Langport, } Solicitors for
the intended
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 to incorporate a company for supplying and lighting with gas the parish and borough of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, and for supplying the inhabitants thereof with gas.

And notice is hereby further given, that it is the intention of the parties applying for leave to bring in the said Bill to apply for powers enabling the company to be thereby incorporated to lay pipes and mains in the several streets, roads, lanes, alleys, passages, and places in the said parish and borough of great Grimsby, and to raise, levy, and collect tolls, rates, rents, or duties for the use and in respect of the gas to be supplied by the said company, and to alter, vary, or extinguish any existing tolls, rates, or duties which would in any manner interfere with the objects of the said Bill, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, or duties, and all such other powers, rights, and privileges as may be necessary or requisite for carrying into effect the purposes aforesaid.

Dated this eighth day of November, 1845.

W. and B. Wake, Solicitors, Sheffield.

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, amending, and rendering more effectual some of the powers and provisions of an Act of Parliament passed in the forty-third year of the reign of King George the Third, intituled "An Act for abolishing certain dues called petty customs, anchorage, and groundage, and for improving the port of the town of Southampton, for making a convenient dock for the security of ships, for extending the quays and wharfs, and making docks and piers in the harbour there, and for erecting warehouses for the safe custody of goods and merchandize, and for imposing certain duties for the above purposes."

And of another Act of Parliament passed in the fiftieth year of the reign of His said Majesty King George the Third, intituled "An Act for altering and amending an Act made in the forty-third year of His present Majesty's reign for improving the port of the town of Southampton," and for empowering the Commissioners acting under the said Acts to raise further sums of money for the purposes thereof.

Dated this seventh day of November, 1845.

By order of the said Commissioners,
Richard Blanchard, Clerk.

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 and by a junction with the North Union Railway in the parish of Lowton, and Newton in Makerfield otherwise Newton-le-Willows, or one of them, near the Parkside station of the said North Union Railway in the county of Lancaster, and to terminate at and by a junction with the Macclesfield branch of the Manchester and Birmingham Railway, at or near the village of Prestbury, in the parish of Prestbury otherwise Presbury in the county of Chester, 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: Lowton, Parkside, Newton, Newton in Makerfield otherwise Newton-le-Willows, Golborne, Winwick, Kenyon, Newchurch, Culcheth, Croft, Croft with Southworth or Southworth with Croft, Southworth, Risley, Rixton, Rixton-cum-Glazebrook, Glazebrook, Woolston, Woolston-cum-Martinscroft, Martinscroft, Poulton, Poulton-cum-Fearnhead, Fearnhead, Hollinsfere or Hollinsgreen, and Warrington, the bed and shore of the river Mersey, in the county of Lancaster; the bed and shore of the river Mersey, Lymm, Warburton, Rush Green, Oughtrington or Outrington, Agden, Bollington, Millington, Mere, Tatton, Rostherne, Ashley, Bowden or Bowdon, Mobberly, Dean Row, Morley, Lindow, Fulshaw, Hough, Chorley, Sial, Wilmslow, Great Wharford otherwise Great Warford, Little Wharford otherwise Little Warford, Alderley, Butley, Butley-cum-Newton, Newton, Mottram, Mottram Andrew otherwise Mottram Saint Andrew, Adlington, Woodford, and Presbury otherwise Prestbury, in the said county of Chester; also for making and maintaining a branch railway with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at and by a junction with the said first described intended new railway, in the township of Rixton-cum-Glazebrook, in the parish of Warrington in the said county of Lancaster, at or near the point where the said first described railway is intended to cross the river Mersey, and to terminate in the township and parish of Warrington aforesaid, by a junction with the Grand Junction Railway, at or near the Warrington Station of the said Grand Junction Railway, which said branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say: Rixton, Rixton-cum-Glazebrook, Glazebrook, Hollinsfere or Hollinsgreen, Martinscroft, Woolston, Woolston-cum-Martinscroft, Poulton, Poulton-cum-Fearnhead, Fearnhead, Bruch, Padgate, and Warrington, the bed and shore of the river Mersey, Arpley Meadows, all in the said county of Lancaster; Latchford, and Grappenhall otherwise Grapnall, the bed and shore

of the river Mersey, all in the said county of Chester. And it is intended to apply for powers to make lateral deviations from the line of the proposed railway, branch railway, and works, to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, and stop up, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, 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 railway, branch railway, and works connected therewith respectively. 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 of Lancaster, at his office at Preston; and with the Clerk of the Peace for the county of Chester, at his office at Chester, 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 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 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, branch railway, and works, and to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges. And it is also proposed in and by the said Bill or Bills to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway, branch railway, and works, or any part of the same, or the tolls thereof, to any other railway company or companies with whose line the said intended railway, branch railway, and works may unite, 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 such other company or companies 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, branch railway, and works, or any part thereof, or to purchase, rent, work, or construct the said intended railway, branch 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 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, branch railway, and works, and to take tolls in respect thereof.

Dated this tenth day of November, 1845.

Oswald Milne, and Sons, Manchester,
Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to incorporate a company or companies, and to give to such company or companies, power to make and maintain a main line of railway or railways, with all necessary and convenient works stations and other conveniences connected therewith, to commence at or near to a certain close piece or parcel of land situate, lying and being on the east side of the sessions house in the township and parish of Bradford, in the West Riding of the county of York, and to terminate at and by a junction with and into the line of the Manchester and Leeds Railway at or near to the point where the said Manchester and Leeds Railway crosses or passes over the Wakefield Ings road, in the township and parish of Wakefield, in the West Riding of the county of York, with such branches therefrom or continuations thereof as are hereinafter mentioned, which said railway or railways is or are intended to pass from, in, through or into, the several parishes, townships, hamlets, extra-parochial or other places following; that is to say: Bradford parish, Bradford township, New Leeds, Laister Dyke, Bradford moor, Calverley parish, Calverley township, Calverley-cum-Farsley, Farsley, Tyersall hamlet, Pudsey township, Fulneck, Birstal parish, Tong township, Leeds parish, Farnley township, Farnley moor side, Batley parish, Gildersome township, Morley township, Morley, Rooms, Churwell township, Churwell, Rothwell parish, Middleton township, Thorpe township, West Ardsley parish, Woodkirk, West Ardsley township, East Ardsley parish, East Ardsley township, East Ardsley, Wakefield parish, Stanley-cum-Wrenthorpe township, Wrenthorpe, Carr gate, Potovens, Alverthorpe-with-Thornes township, Alverthorpe, Wakefield township, Wakefield borough, and Thornes, all in the West Riding of the county of York, or some of them;

And also to make and maintain a branch line of railway, with all proper works and conveniences connected therewith from the said principal or main line, to commence at or by a junction with the same in the township of Bradford aforesaid, and to terminate at and by a junction with and into the intended Leeds and Bradford Railway, proposed to be made or now in course of formation under the powers of an Act passed in the seventh and eighth year of the reign of Her Majesty Queen Victoria, intituled

“An Act for making a Railway from Leeds to Bradford, with a Branch to the North Midland Railway;” such proposed junction with and into the said Leeds and Bradford Railway, to be formed and made in, at, or near, the township of Manningham, in the parish of Bradford, in the said West Riding of the county of York, and which said intended branch will pass through or into the said townships of Bradford and Manningham, or one of them;

And also to make and maintain a branch line of railway, with all proper works and conveniences connected therewith, from and out of the said principal or main line, commencing at and by a junction with the same in the township of Morley, in the parish of Batley, in the said West Riding of the county of York, and to extend to, and terminate at, and by a junction with and into, the intended Leeds, Dewsbury and Manchester Junction Railway, proposed to be made under the powers of an Act passed in the last session of Parliament, intituled “An Act for making a Railway from Leeds by Dewsbury to Huddersfield, all in the West Riding of the county of York, and for improving the communication by Railway between the Towns of Leeds and Huddersfield and the Town of Manchester:” such junction with and into the said Leeds, Dewsbury and Manchester Junction Railway, to be formed and made in the township of Beeston, in the parish of Leeds, in the said West Riding of the county of York, and which said branch is intended to pass from, through, or into, the said townships of Morley, Farnley, Churwell and Beeston, or some or one of them;

And also to make and maintain a branch line of railway from and out of the said principal or main line, with all proper works and conveniences connected therewith, from the said principal or main line, to commence at and by a junction with the same in the township of Churwell, in the parish of Batley, in the said West Riding of the county of York, and to terminate at and by a junction with and into the said Leeds, Dewsbury and Manchester Junction Railway, in the township of Beeston aforesaid; and which said branch is intended to pass from, through, or into, the said townships of Churwell and Beeston, or one of them;

And also to make and maintain a branch line of railway from and out of, or a continuation of, the said principal or main line, with all proper works and conveniences connected therewith, from the said principal or main line, to commence at and by a junction with the same in the township and parish of Wakefield aforesaid, and thence to pass from, in, through, or into, the several parishes, townships, hamlets, and extra-parochial, and other places of Wakefield, Thornes, Alverthorpe-with-Thornes, Sandal, Sandal Magna, and Walton, in the parishes of Wakefield and Sandal Magna, in the said West Riding, or some of them, and to extend to, and terminate at, and by a junction with and into, the line of the North Midland otherwise the Midland Railway, in the township of Walton, in the parish of Sandal Magna, in the said West Riding of the county of York.

And notice is hereby further given, that it is proposed to apply for powers in the said intended Act or Acts, to purchase lands, houses, tenements, and hereditaments, by compulsion, or otherwise, for the purposes of such Act or Acts, and to levy tolls, rates, and duties, in respect of the use of the said intended railway or railways, and branch railways, and other works, and to alter, vary, or extinguish, all existing rights and privileges, in any manner connected with, or incident to, the houses, lands, tenements, and hereditaments, respectively, so intended to be purchased or taken, and to confer others;

Also for powers to make deviations in the construction of the said railway or railways and branch railways, and other works, from the lines or situations thereof, respectively, as laid down in the plans to be deposited as hereinafter mentioned, to the extent shown or defined in the said plans, and to alter or divert, stop up, cut off, or cross, all such turnpike roads, parish roads, township roads, and other highways, bridges, 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 it may be necessary to alter or divert, stop up, cut off, or cross, for the purposes of such railway or railways, and branch railways, and other works.

And notice is hereby further given, that it is proposed by the said intended Act or Acts, to apply for powers to enable any company or companies to raise funds for, and to take shares in and subscribe for, or towards, the making, maintaining, working, and using the said intended railway or railways, and branch railways, and other works.

And it is further intended to apply for powers by the said Act or Acts, to enable the company to be incorporated by the said intended Act or Acts, as aforesaid, to let on lease or sell the said intended railway or railways, and branch railways, and other works, or any part or parts thereof, to any other railway company or companies, and to enable such other company or companies to purchase or rent the said intended railway or railways and branch railways, and works, or any part or parts thereof, and to use and work the same or any part or parts thereof, respectively, and to take tolls, rates, and duties 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 or companies thereby intended to be incorporated; and also to authorize the said company or companies to be incorporated by the said Act or Acts, to enter into such mutual arrangements with any other company or companies as may be necessary or expedient for carrying out the purposes and objects of the said intended railway or railways, and branch railways, and other 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 the line of the said intended railway or railways, and branch railways, and on the line or works of any other company or companies.

And for all or any of the purposes aforesaid, it is intended to apply for powers by the said intended Act or Acts, to authorize any other company or companies to increase their present capital, by the creation of new or additional shares, or by mortgage, or by such other ways or means as Parliament shall think fit.

And notice is hereby further given, that it is intended to apply for powers by the said intended Act or Acts, to enable the company or companies thereby to be incorporated, to make, confirm, and carry into effect any agreement with any other company or companies for the construction and maintenance of the said railway or railways, and branch railways, and works, and also to make, confirm, and carry into effect any agreement or arrangement, made, or to be made for, or in respect of, the use of any part or parts of the said railway and railways and branch railways and other works, when so constructed, and in respect of the traffic which may pass along the same.

And notice is hereby also given, that duplicate plans and sections describing the line and situation of the said intended railway or railways, branch railways, and other works, and the lands in, or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall 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 and hereditaments, respectively, will be deposited on or before the thirtieth day of November, instant, 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 of the county of York, and with the Clerk of the Peace for the borough of Leeds, at his office in Leeds, in the said borough and riding, and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish, in or through which the said railway or railways, branch railways, and works, or any part thereof, are intended to be made and maintained, together with a book of reference thereof, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode.

Dated the fifth day of November, 1845.

Taylor and Westmorland, Solicitors,
Wakefield.

Wolverhampton, Bridgnorth, and Ludlow 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, landing places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near a certain street called or known by the name of Walsall Street, in the township, borough, and parish of Wolverhampton, in the county of Staf-

ford, and to terminate in the parish of Saint Lawrence, Ludlow, in the borough of Ludlow, in the county of Salop, 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), Wolverhampton, Saint Peter, Wolverhampton, Saint John, Wolverhampton, Saint George, Wolverhampton, Saint Paul, Wolverhampton, Saint Mary, Wolverhampton, Saint James, Wolverhampton, Monmore Green, Graiseley otherwise Grazeley, Goldthorn, Upper Penn, Lower Penn, Birches Barn, The Leasowes, The Bills, Langley Hall, Dimminsdale, Pool Hall, Ebstrey, The Grange, Wombourne, Swindon, Orton, Trysul and Seisdon otherwise Trysul-cum-Seisdon Wildmoor, in the county of Stafford; Claverley otherwise Clareley, Woundall otherwise Wondall, Dalcott, Hopton otherwise Hopesstone, Sutton Shipley, Ludstone, Aston, Broughton, Gatacre, Beobridge otherwise Besbridge, Farmcote otherwise Farmcote, Heathton, Worfield, Ackleton, Alscote, Barnsley, Bradney, Bronley, Burcote and Burcote Catstree, Chesterton, Ewdness, Hallow, Hilton, Hoccum, Kingstow, Newton, Oldington, Rindleford, Rough-ton, Rowley, Sonde, The Lowe, Stableford, Stanlow, Swancote, Winscote, Wyken, Quatt or Quatt Malvern, and Quatt Jarvis in the borough of Bridgnorth, township of Quatford, parish of Quatford, in the borough of Bridgnorth, Eardington, Oldbury, Saint Mary Magdalene in the borough of Bridgnorth, Saint Leonard in the borough of Bridgnorth, Tasley, Chetton, Astley Abbots, Morville otherwise Morfield, Houghton, Croft, Under-ton, Upton Cressett, Meadowley, Aston Eyre otherwise Aston Air otherwise Aston Ayres, Monkhopton, Weston, Oxenbold, Acton Round otherwise Round Acton, Patten, Callaughton, Burton otherwise Bourton, Shipton, Stanton Long otherwise Long Stanton, Brockton, Skimblecote, Brookhampton, Holdgate, Postan, Thonglands, Ernstrey Park otherwise Emstrey Park, Tugford, Broncroft, Boldon otherwise Bouldon, Peaton otherwise Peeton, Peeton Strand, Diddlebury otherwise Delbury, Munslow, Great Sutton, Lawton, Little Sutton, Culmington, Upper Hayton, Lower Hayton, Stanton Lacey otherwise Staunton Lacey, Felton, Clay Felton, Whitbach, Bromfield, Rye, Felton, and Burway, in the county of Salop, the parish of Saint Lawrence, Ludlow, in the borough of Ludlow and county of Salop.

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, streets, and other highways, rivers, streams, sewers, canals, creeks, arms, or branches of the sea, 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 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 Stafford, at his office at Stafford, and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, 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 railway or 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 railway or railways 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 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.

Dated this third day of November, 1845.

Edwards, Mason, and Edwards,
London;
M. Haywood Williams, Bridg-
north;
Charles Corser, Wolverhampton;
Messrs. Williams and Urwick,
Ludlow; } 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 to enable His Grace the Archbishop of York to effect an exchange with the Right Honorable the Earl of Carlisle, of a certain piece of land, hereditaments, and premises belonging or claimed to belong to the Archbishop of York in right of his see, situate in the parish of Henderskelf, in the North Riding of the county of York, and in the occupation of the said Earl of Carlisle for other land belonging to the said Earl of Carlisle, situate in the parish of Sheriff Hutton in the said county of York, and also to vary or extinguish any existing rights or privileges in and over the said first-mentioned piece of land.

Dated this twenty-eighth day of October, 1845.

Smithson and Jackson, Solicitors,
Malton, Yorkshire.
Solicitors for the Earl of Carlisle.

Wakefield, Pontefract, and Goole Railway,
Shuffleton Bight Branch and Port, &c., of Goole.

NOTICE is hereby given, that it is intended to apply to Parliament in the next session for an Act or Acts to enable the Wakefield Pontefract and Goole Railway Company to erect, construct, and maintain certain wharfs, piers, jetties, staiths, landing places, and other works, with all necessary roads, communications, approaches, and conveniences connected therewith in the parishes, townships, chapelries, extra-parochial, and other places of Goole, Hook, and Snaith, or some or one of them, in the West Riding of the county of York, and which said works will be situate in or near the river Ouse and the bed and bank thereof, at the terminus there of the Shuffleton Bight Branch of the said railway; and also to enable the said company to purchase and take certain lands, houses and other hereditaments, for the purposes aforesaid; and also for the purpose of erecting a commodious station, depôt, yards, coal-staiths, and other premises, and which said lands, houses, and other hereditaments are situate in the said parishes, townships, chapelries, extra-parochial and other places aforesaid, or some of them, and are near to the said terminus of the aforesaid branch railway; and in the said Act or Acts power will be inserted to deviate in construction of the said works from the line or situation thereof respectively, as laid down on the plans deposited as hereinafter mentioned, to the extent shown or defined on the said plans, and to alter, or divert, 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 watercourses within the parishes, townships, chapelries, extra-parochial and other places aforesaid, or some of them, as may be required to be diverted, stopped up, cut off, or crossed, or altered, for the purpose of such works; and also powers to purchase lands, buildings, and houses, by compulsion or otherwise, for all or any of the aforesaid works, objects, and purposes; and to alter, vary, or extinguish all or any rights or privileges in any manner connected with, or incident to, such lands, houses, or buildings respectively, or which can in any manner interfere with or impede the execution of the aforesaid works and objects.

And it is also intended by the said Act or Acts either to authorize the said Wakefield, Pontefract, and Goole Railway Company, to raise a further sum of money for the purposes aforesaid, and for the general purposes of the said undertaking, and in that case also to authorize the Manchester and Leeds Railway Company to raise funds, and to take shares in, and to subscribe for or towards the purposes aforesaid, and for or towards the general purposes of the said undertaking, or otherwise to defray the cost of constructing the aforesaid works, and of effecting the objects aforesaid out of the present funds of the said Wakefield, Pontefract, and Goole Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said new works, and the lands to be taken for the purposes thereof, and

otherwise, as aforesaid, together with books of reference thereto, will be deposited on or before the thirtieth day of November instant, at the office of the Clerk of the Peace for the West Riding of the county of York, at his office at Wakefield, in the said Riding; and that on or before the thirty-first day of December next, copies of so much of the said plans, and sections, and books of reference as belongs to the several parishes in or through which the said new works are intended to be made, and in which the said lands so to be taken for the purposes aforesaid, are situate, will be deposited with the parish clerk of each of such parish at his place of abode.

And it is intended by the said Act or Acts to enable the said Wakefield, Pontefract, and Goole Railway Company to let on lease for a term, or in perpetuity, or sell, and to transfer the said branch railway and works, when constructed, as also the several works intended to be constructed and made as hereinbefore mentioned, to the undertakers of the navigation of the rivers Aire and Calder, or their trustees, and to enable the said undertakers or their trustees to purchase and take, or rent and hold, use and enjoy the said branch railway station's works and conveniences connected therewith, as well as the various other works to be constructed and made as hereinbefore mentioned, and to exercise all or any of the rights, powers, privileges, and authorities of the said Wakefield, Pontefract, and Goole Railway Company in relation thereto (whether with reference to the levying of tolls, rates, and duties, or otherwise); and for the purposes last aforesaid, powers will be inserted authorizing the said undertakers to increase their present capital by such means as they shall think fit.

And in the said Act, powers will be inserted, authorizing the said undertakers to grant a lease or leases of, or license or licenses, to travel over and use the said branch railway and works and conveniences connected therewith, as also the said works so intended to be constructed and made as hereinbefore mentioned, to the said Wakefield, Pontefract, and Goole Railway Company, or the said Manchester and Leeds Railway Company, or to any other Company who may for the time being be the lessees or assignees of the said Wakefield, Pontefract, and Goole Railway, and authorizing the said two last above-named railway companies, or such other company as aforesaid, to accept such lease or leases, license, or licenses. And also powers authorizing the said undertakers in certain events, from time to time to remove the said branch railway and other works and conveniences connected therewith, as also the said works so intended to be constructed and made as hereinbefore mentioned, or any part or parts thereof, and to construct and maintain upon the lands belonging to the said undertakers in the townships of Hook and Goole aforesaid, a new line and other works in substitution of the parts removed. And also power authorizing the said undertakers and the said Wakefield, Pontefract, and Goole Railway Company, their lessees or assignees, or any other company using any part of the said last-mentioned railway or its branches, mutually to enter into contracts relative to the construction by either or

both of the contracting parties, within the lands belonging to the said undertakers, in the townships of Hook and Goole aforesaid, of additional erections and works for the accommodation of the said contracting parties. And also provisions will be inserted for compelling the said undertakers in certain events to increase the accommodation at the said port of Goole by such enlargements of the then existing docks, basins, wharfs, quays, landing places, jetties, warehouses, and other works; and by constructing such new or additional ones within the lands for the time being belonging to the said undertakers in the said townships of Hook and Goole aforesaid, as shall be sufficient from time to time to supply the existing insufficiency; and also provisions for declaring the quays of the docks constructed or to be constructed, as aforesaid, legal quays, and be subject to the same rules and regulations as other legal quays shall or may be subject to. And also provisions requiring the said undertakers to erect and maintain all necessary additional cranes, weighing and other machines, weights, measures and conveniences upon the said quays, piers, wharfs, or docks, now made or to be made as aforesaid. And also to authorize the said Wakefield, Pontefract and Goole Railway Company, and the said undertakers or their trustees, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects aforesaid; and also to confirm and carry into effect any agreement or arrangement now made, or hereafter to be made, for or in respect of the traffic which may pass on the said branch railway, as also on the main line and various other branches of the said Wakefield, Pontefract, and Goole Railway; and also in respect of the mode of construction and use of the said branch railway and the various other works hereinbefore mentioned and intended to be constructed.

And it is intended by the said Act or Acts to authorize the said undertakers to take certain tolls, rates, or duties, for the wharfage of all animals, goods, and minerals landed upon, or loaded from, any of the quays or wharfs now belonging to, or which may be hereafter constructed by them as aforesaid, or at, from, or within one mile of the terminus of the said intended branch railway at Shuffleton Bight aforesaid; and also to take, in respect of any vessel entering into any docks or basins which may be hereafter constructed by the said undertakers as aforesaid, or which may be loaded or unloaded at or within the distance of one mile from the said terminus of the said branch railway, such and the like rates as they are now entitled to take in respect of every vessel entering into any of the existing docks of the said undertakers; and also to take certain rates for the use of the cranes, weights, measures, and weighing machines to be erected and provided by the said undertakers in manner aforesaid, and for working the same.

And it is intended by the said Act or Acts to extend the powers and provisions of the Act passed in the ninth year of the reign of his Majesty King George the Fourth for regulating the said port of

Goole, to the landing places, jetties, and works so to be constructed as aforesaid, in connection with the said intended branch railway, and to the several docks, basins, wharfs, quays, warehouses, and other works which may from time to time be substituted or constructed by the said undertakers in manner aforesaid.

And it is intended by the said Act or Acts to alter, amend, extend, and enlarge, and, if necessary, to repeal some of the powers and provisions of "The Wakefield, Pontefract, and Goole Railway Act, 1845;" and also of the several Acts relating to the Manchester and Leeds Railway Company, passed in the sessions of Parliament, held respectively in the sixth and seventh, and seventh years 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 of the several Acts relating to the said undertakers passed respectively in the sessions of Parliament held respectively in the tenth and eleventh years of the reign of His Majesty William the Third, in the fourteenth of his Majesty George the Third, and in the first and ninth years of the reign of his Majesty George the Fourth.

And it is intended to take powers to alter or vary the existing tolls, rates, or duties, authorized by the said last-mentioned Acts, or some of them, to be taken by the said undertakers in respect of their docks, wharfs, quays, landing places, cranes, warehouses, and other works at Goole or Hook aforesaid, and to confer, vary, or extinguish exemptions, from payment of tolls, rates, and duties, and to confer other rights and privileges.

Dated the fifth day of November, 1845.

Leeman and Clark, York,
Solicitors for the Bill.

Leeds and Thirsk Railway.—Nidderdale Branch.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and maintaining the railway hereinafter mentioned, with proper works and conveniences connected therewith, and approaches thereto, to commence at or near the turnpike road leading from Knaresborough to Ripley and Pateley Bridge, in the township of Nidd, and parish of Nidd, in the West Riding of the county of York, and thence to pass from, in, through, or into the parishes, townships, and extra-parochial or other places of Nidd, Nidd-with-Killinghall, Bilton-with-Harrogate, Killinghall, Knaresborough, Ripley, Hampsthwaite, Clint, Wreaks, Birstwith, Kirkby Malzeard, Hartwith, Hartwith-with-Winsley, Menwith-with-Darley, Darley, Dacre, Dacre-cum-Bewerley, Ripon, Dacre Banks, Warsill, Willsill, Bishopside, High Bishopside, Low Bishopside, Bewerley, Pateley, and Pateley Bridge, or some of them, all in the West Riding of the county of York, and to terminate at or near to the bridge over the river Nidd at Pateley aforesaid, called Pateley Bridge.

And it is proposed by the said intended Act to deviate from the present line of the Knaresborough branch of the Leeds and Thirsk Railway to such extent as will be shown upon the plans thereof, to be deposited as hereinafter mentioned, and to alter the levels, gradients, and curves thereof, so far as may be deemed requisite, for making a proper approach to, through, or into the town of Knaresborough.

And it is also proposed to take powers to extend the line of the said Knaresborough branch from the townships of Knaresborough, Bilton-with-Harrogate, and Scriven-with-Tentergate, some or one of them, in the parish of Knaresborough, across the river Nidd, to, through, or into the said town of Knaresborough, in the parish of Knaresborough, to such extent as will be shown upon the said plans.

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

And it is also proposed to take powers by the said Act or Acts to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845, and to enable the Leeds and Thirsk Railway Company to carry into effect the objects aforesaid, with powers to purchase lands and houses by compulsion or agreement for the purposes thereof, and to levy tolls, rates, and duties in respect of the use of the said intended railway and works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is also proposed by the said intended Act or Acts to authorize the said Leeds and Thirsk Railway Company to alter and deviate the line and levels of the main line of the said Leeds and Thirsk Railway near Leeds, commencing at or near the point where the said main line crosses the Leeds and Homefield Lane turnpike road, in the township of Wortley and parish of Leeds, and extending thence eastwardly to the south side of Wellington-street, in the township and parish of Leeds aforesaid, and to extend the said main line so altered and deviated from the said south side of Wellington-street across the same street to a point on the north side thereof, in the said township and parish of Leeds; the whole of which alterations, deviations, and extensions of the said main line will be within the several townships of Wortley, Holbeck, and Leeds, or some or one of them, all in the parish of Leeds aforesaid, and in the said West Riding of the county of York.

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

And it is also proposed by the said Act or Acts so to be applied for to empower the said Leeds and

Thirsk Railway Company to raise further capital for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections describing the line and levels of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said railways, with books of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the said West Riding of the county of York, at his office in Wakefield, in the said West Riding, with the Clerk of the Peace for the borough of Leeds, in the said West Riding, at his office in Leeds aforesaid, and with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the said West Riding, at his office in Otley aforesaid; 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 the several parishes in or through which the said new works are intended to pass or be made, will be deposited with the parish clerk of each such parish, at his place of abode.

And it is further intended by such Act or Acts to enable the Leeds and Thirsk Railway Company to sell or let and transfer their railway, branch railways and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the Manchester and Leeds Railway Company, the Huddersfield and Manchester Railway and Canal Company, the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the Leeds and Bradford Railway Company, and the Leeds, Dewsbury, and Manchester Railway Company, or any one or more of them, and to enable the said last-mentioned companies, or any one or more of them, to purchase or rent the said railways, branches, 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 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 companies hereinbefore mentioned, or any of them, or otherwise to authorize and empower the union and consolidation into one undertaking of the said Leeds and Thirsk Railways, branches and works, with the said Manchester and Leeds Railway, the said Huddersfield and Manchester Railway and Canal, the said Sheffield, Ashton-under-Lyne, and Manchester Railway, the said Leeds and Bradford Railway, and the said Leeds, Dewsbury, and Manchester Railway, and the respective companies thereof, or any of them, and for vesting in one company the railways, branches, and works, and the capital, stock, shares, property, estate, and effects of the said Leeds and Thirsk Railway Company, and one or other of the said companies, and for enabling such consolidated company to exercise and enjoy all such rights, powers, and privileges as aforesaid, and for such purpose to alter, amend,

extend, and enlarge the powers and provisions of the several Acts following, or some of them, (that is to say,) the several Acts relating to the Manchester and Leeds Railway passed respectively in the sessions of Parliament held respectively in the sixth and seventh and the seventh years of the reign of 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; the Huddersfield and Manchester Railway and Canal Act, 1845, the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway passed respectively in the session of Parliament held respectively in the seventh year of the reign of King William the Fourth, and the first year of Her present Majesty, and the fifth and sixth, and sixth and seventh, and seventh and eighth years of the reign of Her said present Majesty; the Leeds and Bradford Railway Acts passed in the seventh year of Her present Majesty; and in the last session of Parliament, and the Leeds, Dewsbury, and Manchester Railway Act, 1845.

Dated the first day of November, 1845.

*Payne, Eddison, and Ford, Solicitors,
Leeds.*

Leeds and Thirsk Railway.—Wharfedale Branch.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for making and maintaining the railway hereinafter mentioned, with proper works and conveniences connected therewith, and approaches thereto, to commence in the township of Bramhope, and parish of Otley, in the West Riding of the county of York, and thence to pass from, in, through, or into the several parishes, townships, and extra-parochial or other places of Addle, Arthington, Bramhope, Pool, Otley, Burley, Burley in Wharfedale, Denton, Ilkley, Addingham, Beamsley, Beamsley in Addingham, Beamsley in Skipton, Bolton, Bolton Abbey, Bolton Bridge, Draughton, Nesfield, Langbar with Nesfield, East Halton, East Holton with Bolton, Halton East, Eastby, Embsay, Embsay with Eastby, Stirton, Stirton with Thorlby, Skipton, and Skipton in Craven, or some of them, all in the said West Riding of the county of York, and to terminate at or near the new church in the township of Skipton and parish of Skipton, by a junction or junctions with the Leeds and Bradford Extension Railway from Shipley to Colne.

And it is also proposed by the said intended Act or Acts, to take powers to deviate the present branch of the said Leeds and Thirsk Railway Company, called the Saint Helen's Mill, or New Laiths Branch, to such extent as will be shown upon the plans thereof, to be deposited as hereinafter mentioned, and to alter the levels, gradients, and curves thereof, so far as may be deemed requisite for making a better junction between the line of the said Leeds and Thirsk Railway and the line of the Leeds and Bradford Railway, and for that purpose to pass from, in, through, or into the several

parishes, townships, and extra-parochial or other places of Leeds, Addle, Guiseley, Calverley, Headingley, Cookridge, Horsforth, Rawdon, Yeadon, Bramley, Calverley, and Farsley, or some or one of them, to such extent as will be shown upon the said plans.

And power will also be taken by the said intended Act or Acts to enable the Leeds and Bradford Railway Company to raise money for the purpose of contributing towards the construction of the said intended railway and works, and to become shareholders in the Leeds and Thirsk Railway Company, and also for enabling the said Leeds and Bradford Railway Company and the Leeds and Thirsk Railway Company to enter into all necessary agreements and arrangements respecting the construction and maintenance, and use and occupation of the said intended railway and works, or in any way incident or relating thereto, and to alter, amend, extend, and enlarge the powers and provisions of the said several Acts relating to the said Leeds and Bradford Railway Company, passed respectively in the eighth and ninth years of the reign of Her present Majesty.

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

And particularly to divert, alter, or stop up within the townships of Wortley and Holbeck, in the parish of Leeds aforesaid, so much of the New Leeds, Wortley, and Stanningley turnpike road as lies between the Leeds and Holmfild-lane turnpike road, and the Leeds and Whitehall turnpike road, to the extent marked upon the plans hereinafter mentioned.

And it is also proposed by the said intended Act or Acts to authorize the said Leeds and Thirsk Railway Company to alter and deviate the line and levels of the main line of the said Leeds and Thirsk Railway near Leeds, commencing at or near the point where the said main line crosses the Leeds and Homefield Lane turnpike road, in the township of Wortley and parish of Leeds, and extending thence eastwardly to the south side of Wellington Street, in the township and parish of Leeds aforesaid; and to extend the said main line so altered and deviated from the said south side of Wellington Street, across the same street to a point on the north side thereof, in the said township and parish of Leeds; the whole of which alterations, deviations, and extensions of the said main line will be within the several townships of Wortley, Holbeck, and Leeds, or some or one of them, all in the parish of Leeds aforesaid, and in the said West Riding of the county of York.

And it is also proposed to take powers by the said Act or Acts, to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845, and to enable the Leeds and Thirsk Railway Company to carry into effect the objects aforesaid, with powers to purchase lands and houses, by compulsion or agreement, for the

purposes thereof, and to levy tolls, rates, and duties, in respect of the use of the said intended railway and works, and to grant such exemptions from such tolls, rates, and duties, as to such company may seem meet.

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

And it is also proposed by the said Act or Acts so to be applied for to empower the said Leeds and Thirsk Railway Company to raise further capital for all or any of the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November, one thousand eight hundred and forty-five, duplicate plans and sections, describing the line and levels of the said intended new works, and describing also the lands proposed to be taken for the purposes of the said railways, with books of reference thereto, containing the names of the reputed owners, lessees, and occupiers of the said lands, will be deposited with the Clerk of the Peace of the said West Riding of the county of York, at his office in Wakefield, in the said West Riding; with the Clerk of the Peace for the borough of Leeds aforesaid, at his office in Leeds aforesaid, and with the Clerk of the Peace for the liberty of Cawood, Wistow, and Otley, in the said West Riding, at his office in Otley aforesaid; 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 the several parishes in or through which the said new works are intended to pass or be made, will be deposited with the parish clerk of each such parish, at his place of abode.

And it is further intended by such Act or Acts to enable the Leeds and Thirsk Railway Company to sell or let and transfer their railway, branch railways and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the Manchester and Leeds Railway Company, the Huddersfield and Manchester Railway and Canal Company, the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the Leeds and Bradford Railway Company, and the Leeds, Dewsbury, and Manchester Railway Company, or any one or more of them, and to enable the said last-mentioned companies, or any one or more of them, to purchase or rent the said railways, branches, 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 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 companies hereinbefore mentioned, or any of them; or otherwise to authorize and empower the union and consolidation into one undertaking of the said Leeds and Thirsk Railways, branches and works, with the

said Manchester and Leeds Railway, the said Huddersfield and Manchester Railway and Canal, the said Sheffield, Ashton-under-Lyne, and Manchester Railway, the said Leeds and Bradford Railway, and the said Leeds, Dewsbury, and Manchester Railway, and the respective companies thereof, or any of them, and for vesting in one company the railways, branches, and works, and the capital, stock, shares, property, estate, and effects of the said Leeds and Thirsk Railway Company, and one or other of the said companies, and for enabling such consolidated company to exercise and enjoy all such rights, powers, and privileges as aforesaid, and for such purpose to alter, amend, extend, and enlarge, the powers and provisions of the several Acts following, or some of them, (that is to say), the several Acts relating to the Manchester and Leeds Railway, passed respectively in the sessions of Parliament held respectively in the sixth and seventh and the seventh years of the reign of 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; the Huddersfield and Manchester Railway and Canal Act, 1845; the several Acts relating to the 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, and the first year of Her present Majesty, and the fifth and sixth, and sixth and seventh, and seventh and eighth years of the reign of Her said present Majesty; the Leeds and Bradford Railway Acts passed in the seventh year of Her present Majesty and in the last session of Parliament; and the Leeds, Dewsbury, and Manchester Railway Act, 1845.

Dated the first day of November, 1845.

Payne, Eddison, and Ford,
Solicitors, Leeds.

Waveney Valley and Great Yarmouth 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 the Railway Extension Railway and Branch Railways hereinafter mentioned, or some of them, or some part or parts thereof, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencements and terminations; (that is to say) a railway commencing by a junction or junctions with the intended Eastern Union Extension Railway, or with an intended railway passing by Diss to or towards Stowmarket or Colchester, in the parishes of Diss and Palgrave, or one of them, and by a distinct terminus in or near the town of Diss, in the parish of Diss, in the county of Norfolk, or by one of such commencements, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Diss, Palgrave, the Guildhall in Palgrave, Frenze, Osmundeston or Scole, Thelveton otherwise

Thelton, Thorpe Parva, Billingford, Thorpe Abbots, Dickleburgh, Oakley, Burston, Shimpling, Rushall, Brockdish, Starston, Gissing, Tivetshall Saint Margaret, Tivetshall Saint Mary, Pulham Saint Mary Magdalen, Pulham Saint Mary the Virgin, Roydon Shelfhanger, Winfarthing, Needham, Mendham, Shotford, Weybread, Harleston, Redenhall, Redenhall with Harleston, Wortwell, Alburgh, Denton, Flixton; Earsham, Ditchingham, Hedenham, Broome, Ellingham, Kirby Cane, Thwaite, Geldeston, Stockton, Hales, Raveningham, Reedham, Acle, Runham, Halvergate, Freethorpe, Wickhampton, Loddon, Heckingham, Norton Subcourse, Chedgrave, Hardley, Thurlton otherwise Thurverton, Toft otherwise Toft Monks, Gillingham, Gillingham Saint Mary, Gillingham All Saints, Winston, Windall otherwise Wyndale, Aldeby otherwise Aldby otherwise Aldeburgh, Burgh Saint Peter, Wheatacre otherwise Whetacre otherwise Whitacre otherwise Wheatacre All Saints otherwise Wheatacre Burgh, Haddiscoe otherwise Hadiscoe otherwise Hadescoe, Thorpe Saint Matthias otherwise Thorpe by Hadiscoe otherwise Hadiscoe Thorpe otherwise Thorpe next Haddiscoe, Laugley, Sizeland, Mundham Saint Peter, and Great Yarmouth, or some of them, in the county of Norfolk; Palgrave, Stuston, Thrandeston, Yaxley, Eye, Broome otherwise Brome, Oakley, Denham, Hoxne, Horham, Syleham, Wingfield, Stradbroke, Wilby, Weybread, Fressingfield, Laxfield, Mendham, Withersdale, Metfield, Cratfield, Great Linstead, Linstead, Homersfield, Flixton, Saint George otherwise Sandcroft Southelmham otherwise Saint Cross Southelmham, Saint James Southelmham, All Saints Southelmham, Saint Margeret Southelmham, Saint Peter Southelmham, Rumburgh, Saint Michael Southelmham, Saint Lawrence Ilketshall, Saint Margaret Ilketshall, Saint Andrew Ilketshall, Saint John Ilketshall, Bungay, Bungay Saint Mary, Bungay Holy Trinity, Bungay Common, Outney Common, Stowfen, Mettingham, Shipmeadow, Ringsfield, Redisham, Barsham, Weston, Beccles, Ingate otherwise Endgate next Beccles, Worlingham, Somerleyton, Blundeston, Herringfleet otherwise Herlingfleet, Ashby, Lound, Fritton, Hopton, Belton, Browston otherwise Broceston, Burgh otherwise Burgh Castle, Bradwell, Hobland otherwise Hopland, Gorleston and South Town otherwise West Town otherwise Little Yarmouth, and Great Yarmouth, in the county of Suffolk, and terminating at or near the hamlet or township of South Town otherwise West Town otherwise Little Yarmouth, in the parish of Gorleston, in the said county of Suffolk.

An extension railway commencing from and out of the said main line of railway at or near the said town of Diss, in the parishes of Diss and Palgrave, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Diss, in the county of Norfolk, Palgrave and the Guildhall in Palgrave, Redgrave, Wortham, Stuston, Broome otherwise Brome, Oakley, Thrandeston otherwise Thrandiston, Burgate, Eye, the borough of Eye, Yaxley, Mellis otherwise Mellis Saint John, Braiseworth, Botesdale, Little Thornham otherwise Thornham Parva,

Great Thornham otherwise Thornham Magna, Parkway lands otherwise Parkway Fields otherwise Parkclose, Gissingham, Wickham Abbey, Wickham Skeith otherwise Wickham Skaith, Finningham, Westhorpe, Wyverstone otherwise Wyrestone, Cotton Hall otherwise Cotton Halls, Cotton, Gipping Chapel, Mendlesham, Rickinghall Superior, Bacton otherwise Bacton, Wetherden, Shackerys, Haughley otherwise Hawleigh otherwise Hawley, Harleston, Dagworth Hall otherwise Dagworth cum Sorrells, Dagworth Newton otherwise Old Newton, Thorney, Chilton, Stowupland otherwise the Up-land of Stow, Stowmarket and Stowmarket cum Stowupland, or some of them, in the county of Suffolk, and terminating by a junction or junctions with the line of railway from Ipswich to Bury Saint Edmund's, in the parish of Haughley otherwise Hawley otherwise Hawleigh, in the said county of Suffolk.

A branch railway commencing by a junction or junctions with the said main line of railway at or near the town of Bungay in the parishes of Broome and Ditchingham, or one of them in the county of Norfolk, or in the parishes of Bungay, Bungay Saint Mary, Bungay Holy Trinity and Bungay Common otherwise Outney Common, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Bungay, Bungay Saint Mary, Bungay Holy Trinity, Bungay Common otherwise Outney Common, Mettingham, Saint John Ilketshall, Saint Andrew Ilketshall, Saint Lawrence Ilketshall, Flixton, Saint Margaret Ilketshall, Saint Peter Southelmham, Saint Michael Southelmham, Saint Margaret Southelmham, All Saints Southelmham, Saint James Southelmham, Rumburgh, Great Redisham, Little Redisham, Spexhall, Wissett, Westhall, Holton; Chediston, and Halesworth, or some of them, in the said county of Suffolk, and Ditchingham and Broome, or one of them, in the county of Norfolk, and terminating at or near the town of Halesworth, in the said parish of Halesworth, in the said county of Suffolk.

And also a branch railway commencing by a junction or junctions with the said main line of railway in the said parish of Harleston otherwise Redenhall with Harleston, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Halesworth, Wissett, Chediston, Little Linstead, Cookley, Linstead Magna, Saint James, Southelmham, Metfield, Withersdale, All Saints Southelmham, Saint Margaret Southelmham, Sandcroft otherwise Saint George's Southelmham, and Mendham, or some of them, in the said county of Suffolk, and Mendham, Wortwell, Starston, Redenhall, Redenhall with Harleston, and Harleston, or some of them, in the said county of Norfolk, and terminating at or near the said town of Halesworth, in the said parish of Halesworth.

And also a branch railway commencing by a junction or junctions with the said main line of railway, in the said parish of Burgh Castle or Belton, or one of them, in the county of Suffolk, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Burgh

Castle, Belton, in the said county of Suffolk, and Langley, Raveningham, Chedgrave, Toft otherwise Toft Monks, Runham, Acle, Freethorpe, Halvergate, Wickhampton, and Reedham, in the said county of Norfolk, or some or one of them, and terminating by a junction or junctions with the existing Yarmouth and Norwich Railway, or the Norfolk Railway, in the parish of Reedham aforesaid.

And it is intended in such Bill or Bills 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, extension railway, and branch railways, and also to authorize junctions with any railway or railways, at the commencement or termination, or in the line or course of the said railway, extension railway, and branch railways, 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 stop up, divert, or alter, whether permanently or temporarily, all such turnpike roads and other roads, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial places aforesaid, as it may be necessary to alter, divert, or stop up for the purposes of such railway, extension railway, and branch railways.

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

And it is intended in the said Bill or Bills to authorize the construction of drains or cuts by the sides of or in connection with the said railway, or some part thereof, and to authorize the use of the same for the purposes of drainage, under such regulations and restrictions as may be desirable.

And it is also intended by such Bill or Bills to incorporate a company or companies for the purpose of carrying into effect the said intended railway, extension railway, and branch railways and other works, and to authorize such company or companies to sell or lease the said railway, extension railway, or branch railways, or any part thereof respectively, to any other railway company, or to agree with any such company for the construction of the said railway, extension railway, or branch railways, or any part thereof respectively, by such last-named company, and also to enable the company or companies to be incorporated as aforesaid, to contribute funds towards the formation of any other railway, and generally to enter into such arrangements as may be agreed upon for the more effectual carrying out of the objects aforesaid, or any of them.

And notice is hereby also given, that duplicate

plans and sections describing the line and levels of the said intended railway, extension railway, and branch railways, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the property intended to be taken, will be deposited for public inspection, on or before the thirtieth day of November instant, at the respective offices of the Clerks of the Peace for the county of Suffolk, at Bury St. Edmund's in the county of Suffolk, and for the county of Norfolk, at Aylsham in the county of Norfolk; and a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes aforesaid in or through which the said railway, extension railway, and branch railways will pass, or be situate, will on or before the thirty-first day of December next be deposited with the parish clerk of each such parish.

Dated this third day of November, 1845.

Fisher, Lucas, and Steward, } Great Yarmouth.
Sam. Palmer, }
Margitson and Hartcup, Bungay.
Josiah Wilkinson, London.

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 railway or railways, with all proper and convenient stations, wharfs, erections, works, bridges, communications, approaches, and conveniences connected therewith, to commence in the parish of Saint Alkmund, in or near the borough of Derby, in the county of Derby, at or near a certain bridge carrying the Midland Railways over the Nottingham and Derby turnpike-road, either by a junction with the said Midland Railways, or by an independent terminus there, and to proceed from, through, or into the several parishes, townships, townlands, extra-parochial and other places of the borough of Derby, Saint Peter, All Saints, Saint Michael, Saint Alkmund, Old Meadows, all, or some of them, in the borough of Derby, in the county of Derby; Saint Alkmund, Chaddesden, Little Chester, Darley, Darley Abbey, Allestree, Breadsall, Breadsall Moor, Burley, Quarndon, Duffield, Little Eaton otherwise Eaton Parva, Makeney, Coxbench, Holbrook, Horsley, Horsley Park, Horsley Woodhouse, Morley, Morley Park, Smalley, Kilbourn otherwise Kilburn, Belper, Heage otherwise High Edge, Denby, Pentridge otherwise Pentrich, Ripley, Marehay, Hartshay, Codnor, Heanor, Loscoe, Waingroves, Codnor Park, Butterley, Butterley Park, Knoutsall, Knoutsall Hall, Winfield, South Wingfield otherwise South Winfield, Alfreton, Swanwick, Newlands, Greenhill Lane, Riddings, Pye Bridge, Somercotes otherwise Summercoates otherwise Summercotes, Nether Birchwood, South Norman-ton, Over Birchwood, Pinxton, Fulwood Farm, Fulwood, Blackwell, Hilcote, Newton, or some of them, in the county of Derby; Pinxton, Selston, Kirkby, Kirkby-in-Ashfield, Kirkby Woodhouse, Kirkby

Hardwick, Fulwood Farm, Fulwood, Hucknall, Hucknall-under-Huthwaite, Sutton-in-Ashfield, Sutton, Skegby, Pleasley Hill, Mansfield, or some of them, in the county of Nottingham; and to terminate at or near a certain place called the Portland Wharf, near White Bear Lane, in the parish of Mansfield, in the county of Nottingham. Also another railway in continuation of the said railway, and from and out of the same, at or near a brick-yard, belonging to and occupied by Richard Bromhead, in the parish of Mansfield aforesaid, and to proceed from, through, or into the several parishes, townships, townlands, extra-parochial and other places of Mansfield, Mansfield Woodhouse, Clipstone, Sokeholme otherwise Soucam otherwise Soolkholme, Warsop, Market Warsop, Church Warsop, Cuckney, Norton, Langwith, Nether Langwith, Holbeck Woodend, Welbeck, Woodhouse Hall Farm, Holbeck Woodhouse, Bell House Grange, Worksop, Worksop Manor, Shireoaks, Haggonfield otherwise Huggon Field, Gateford, all, or some of some of them, in the county of Nottingham; and Pleasley, Shirebrook, Upper Langwith, Scardcliffe, Bolsover, Elmton, Creswell, Whitwell, Cloun, Barlborough, all, or some of them, in the county of Derby; to a certain arable field in the township and parish of Worksop, in the county of Nottingham, adjoining the Gateford and Worksop turnpike-road, and in the occupation of Robert Mapson, or by a junction there with the intended Sheffield and Lincolnshire Junction Railway, or with any other proposed or intended railway or railways. Also another railway in continuation of such last-mentioned railway from and out of the same, at or near the said last-mentioned arable field in the occupation of the said Robert Mapson, in the parish of Worksop aforesaid, in the county of Nottingham, and to proceed from, through, or into the several parishes, townships, townlands, extra-parochial and other places of Worksop, Shireoaks, Haggonfield otherwise Huggonfield, Gateford, Worksop, Radford, Babworth, Osberton, and Scofton Elksley, Ord-sall, Retford, West Retford, East Retford, South Retford, Thrumpton, White Houses, Eaton, Clarborough, Clareborough, Moorgate, Moorgate and Spittall Hill, Welham, Spittall, Bolham, Bol-lam, Little Gringley, Gringley, Grove, Hay-ton, Tyn, Sturton, Sturton-le-Steeple, Sturton in-the-Clay, Fenton, North Leverton, Hables-thorpe otherwise Apesthorne, Applesthorne, Al-blesthorne, Welham, Wheatley, South Wheatley, North Wheatley, Burton, West Burton, Bole, Saundby, Beckingham, Trentport, South Leverton, or some of them, in the county of Nottingham, and to terminate at or near a certain point in the parish of Bole, in the county of Nottingham, by a junction there with the Great Grimsby and Sheffield Junction Railway, now in course of construction, which passes, or is intended to pass, through or near to the town of Gainsborough, in the county of Lincoln, or by an independent terminus at or near Bole aforesaid. And also for making and maintaining certain branch railways from and out of the said railway firstly hereinbefore described, with all proper and convenient stations, wharfs, erections, works, bridges, and communications connected therewith,

one of such branches to commence at or near a certain place called the Top Croft, in the township of Little Eaton, in the county of Derby, and to terminate by a junction with the Midland Railways, at or near a certain close or piece of land called the Derwent Meadow and the Gudgeon Meadow, in the parish of Breadsall, in the county of Derby; which said branch will be situate in, or pass from, through, or into the township of Little Eaton aforesaid, and the parishes of Saint Alkmund, Alles-tree, and Breadsall, or some of them, in the county of Derby. And another of such branches to commence at or near a certain field in the parish of Denby, in the county of Derby, called the Roby Close, and to terminate either by an independent terminus at or near a certain close called the Home Close, in the township of Belper, in the parish of Duffield, in the county of Derby, or by a junction there with the Midland Railways, which said last-mentioned branch will be situate in, or pass from, through, or into the several parishes, townships, townlands, extra-parochial and other places of Ripley, Denby, Denby Common, Heage otherwise High Edge, Horsley, Horsley Woodhouse, Kilbourn otherwise Kilburn, Holbrook, Duffield, and Belper, or some of them, in the said county of Derby. And another of such branches to commence at or near a certain place called Barn Close, in the township of Kilbourn otherwise Kilburn, in the parish of Horsley, in the county of Derby aforesaid, and to terminate at or near a place called Bailey Close, in the parish of Denby, in the said county of Derby, which said last-mentioned branch will be situate in, or pass from, through, or into the said township of Kilbourn otherwise Kilburn, and the parish of Denby, or one of them, in the said county of Derby.

And notice is hereby also given, that it is intended to take 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 or referred to, and also to cross, divert, alter or stop up, all such turnpike roads, parish roads, streets, and other highways, streams, canals, navigations, bridges, tramroads and railways within the said parishes, townships, townlands, hamlets, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter or stop up, for the purposes of the said railways and works, or any of them.

And notice is hereby also given, that it is intended to take powers in the said Bill or Bills to enable the company or companies to be incorporated thereby, to purchase, take, and use, a branch or portion of the Derby Canal, commencing at or near the south side of a certain road called the Nottingham Road, in or near to the borough of Derby, and terminating at or near a certain place called Little Eaton, in the parish of Saint Alkmund, in the county of Derby aforesaid, together with a tramroad or railway leading from or from near Little Eaton aforesaid to or near a certain place in the parish of Denby, in the said county of Derby, called Smithy Houses, which said tramroad or rail-

way, and portion of the canal aforesaid, or one of them, are or is situate in, or pass or passes through, the several parishes, townships, townlands, extra-parochial and other places of Saint Alkmund, Little Chester, Breadsall, Little Eaton, Breadsall Cox-bench, Horsley, Kilbourn otherwise Kilburn, and Denby, or some of them, in the said county of Derby.

And also to enable the company or companies to be incorporated by the proposed Bill or Bills, and the Derby Canal Company, and all other parties who may be interested in the said canal and tramroad, or in the rates, tolls and duties arising therefrom, to enter into and carry into effect such mutual arrangements as may seem expedient for the purchase and sale, and for the taking or use of the said portion of the said Derby Canal, and of the said tramroad, or of any part thereof, and of all or any of the powers of the said last-mentioned company in relation thereto; and to authorize the said intended company or companies to stop up and relinquish the same, and to drain the waters from the said portion of the said canal, and to convert the said portion of the said canal, and the said tramroad, or some part thereof, into a part of the said intended railway, and to adapt the said portion of the said canal and the said tramroad to the purposes of the said railway company so to be incorporated as aforesaid; and for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of the Act passed in the thirty-third year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a navigable Canal from the River Trent, at or near Swarkstone Bridge, to and through the borough of Derby to Little Eaton, with a cut out of the said canal in or near the said borough, to join the Erewash Canal near Sandiacre; and for making Railways from such Canal to several collieries in the parishes or liberties of Denby, Horsley, and Smalley, all in the county of Derby," and to enable the said intended railway company or companies to levy tolls, rates, or dues on or in respect of the said portion of the said canal or the said tramroad, and to alter the existing tolls, rates, and duties authorized by the said Act to be collected thereon, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, or duties, and other rights and privileges.

And notice is hereby also given, that it is intended to take powers in the said Bill or Bills to purchase, take and use, and to make alterations in a certain railway or tramroad called the Mansfield and Pinxton Railway, situate within the parishes, townships, and extra-parochial places of Mansfield, Sutton-in-Ashfield, Kirkby-in-Ashfield, Selston, Pinxton, Bagthorpe, Underwood, and Westwood, in the said county of Nottingham, and of Pinxton, in the said county of Derby, or some of them; and to enable the company or companies to be incorporated by the proposed Bill or Bills, and the Mansfield and Pinxton Railway Company, and all other parties who may be interested therein, or in the rates, tolls, and duties arising therefrom, to enter into and carry into effect such mutual arrangements as may seem expedient for the purchase and

sale, or for the letting, taking, or use of the said Mansfield and Pinxton Railway, or of any portion thereof, and of all or any of the powers of the said last-mentioned company in connexion therewith, or to consolidate the said Mansfield and Pinxton Railway Company with the company or companies so to be incorporated as aforesaid, or to enable the said Mansfield and Pinxton Railway Company to make alterations in the said railway or tramroad within the said parishes, townships, and extra-parochial places aforesaid, or some or one of them, to connect the same with the said intended railway or railways, and for adapting the said railway or tramroad to the several purposes of both or either of the said companies; and for the purposes aforesaid, or some of them, to alter, amend, and enlarge the powers and provisions of the Act passed in the fifty-seventh year of the reign of His late Majesty King George the Third, intituled "An Act for making and maintaining a Railway or Tramroad from Bull's Head-lane, in the parish of Mansfield, in the county of Nottingham, to communicate with the Cromford Canal at Pinxton Basin, in the parish of Pinxton, in the county of Derby."

And notice is hereby further given, that duplicate plans and sections of the said works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Derby, at his office at Chesterfield in the said county; and with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent in the county of Nottingham; and with the Clerk of the Peace for the borough of Derby in the county of Derby, at his office in the said borough, 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 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, and to apply for powers for compulsory purchase of lands and houses, and to vary or extinguish all rights or 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, on the said Mansfield and Pinxton Railway, and to confer, vary, or extinguish exemptions from the payment of the tolls, rates, and duties authorized to be taken under, or by virtue of the said Act relating thereto, 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 Midland Railway Company, or to the intended Sheffield and Lincolnshire Railway Company, or to any other

Railway Company to whom the said last-mentioned company may be leased, sold, or transferred, or to the Great Grimsby and Sheffield Junction Railway Company, or any other railway company or companies, whether already incorporated or hereafter to be incorporated, with whose line the said intended railways and works, or any part thereof, may unite, and to delegate to the said Midland Railway Company, or to the said Sheffield and Lincolnshire Railway Company, and to the Great Grimsby and Sheffield Junction Railway Company, or either of them, 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 Midland Railway Company and the said Sheffield and Lincolnshire Railway Company, and the said Great Grimsby and Sheffield Junction Railway Company, or either of them, or such other company or companies 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, or to guarantee to the company or companies to be incorporated by the said intended Bill or Bills such interest or profit upon their outlay as may be mutually agreed upon, and to raise money for the several purposes aforesaid, or any of them, and to increase their 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 further proposed by the said Bill or Bills to authorize the union and amalgamation of the said company or companies proposed to be incorporated by the said Bill or Bills with the said Midland Railway Company, or with the said Sheffield and Lincolnshire Railway Company, or the said Great Grimsby and Sheffield Railway Company, or such other company or companies as aforesaid, or any or either 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; and for the several purposes aforesaid, it is intended to alter, amend, and enlarge the provisions of the Acts relating to the Midland Railway Company, passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty; and two Acts passed in the session of Parliament held in the eighth and ninth years of the same reign; and also of another Act passed in the said session of Parliament held in the eighth and ninth years of the reign of Her present Majesty relating to the Great Grimsby and Sheffield Junction Railway Company.

Dated this fifth day of November, 1845.

Saint George Smith, Derby,
G. and T. Walkden, Mansfield. } Solicitors.

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 feoffees and trustees of certain charity and trust estates, situate and being in the several parishes of Lowestoft, Oulton, Laxfield, Dennington, and Badtingham, in the county of Suffolk, and which estates are vested in such feoffees and trustees, upon certain trusts, for reparation of the church of the town of Lowestoft in the said county, and for the benefit of the inhabitants of the said town, to sell, exchange, or demise, upon building, improving, or other leases, and for any term of years not exceeding ninety-nine years in possession, all, or any part of the said charity and trust estates, and to lay out the monies to arise from any such sale or exchange in the purchase of other estates, to be settled to the same uses.

And notice is further given, that it is intended by the said Act or Acts, to enable the trustees and feoffees of certain lands and hereditaments situate in the said parish of Lowestoft, and called or known by the name of the Lowestoft Lamp lands, to sell or exchange such lands, or to demise the same upon any building, improving, or other leases, for any term of years not exceeding ninety-nine years in possession, and to lay out the monies to arise from such sale or exchange in the purchase of other estates, to be settled to the same uses. And for all or any of such purposes, to alter, amend, repeal, vary, extend, or enlarge, all or any of the powers and provisions of an Act of Parliament passed in the fiftieth year of the reign of King George the Third, intituled "An Act for better paving, lighting, cleansing, watching, and otherwise improving the town of Lowestoft, in the county of Suffolk;" and another Act of Parliament passed in the fifty-fourth year of the reign of King George the Third, intituled "An Act for inclosing lands in the parish of Lowestoft, in the county of Suffolk."

Dated this eighth day of November 1845.

Norton and Reeve, Solicitors.

Wakefield Improvement and Market.

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 and to obtain an Act or Acts to repeal or to alter, amend, and enlarge the powers and provisions of two Acts of Parliament, the one passed in the eleventh year of the reign of His late Majesty King George the Third, intituled "An Act for the better paving, repairing, and cleansing the streets, lanes, alleys, and other public passages within that part of the town of Wakefield, in the county of York, which lies within the east end of Westgate Bridge, the south side of Northgate Bar, the north end of Kirkgate Bridge (except so much thereof as is required by the West Riding of the said county of York), and the extreme part of the township of Wakefield aforesaid, leading from Wrengate towards Eastmoor, for preventing nuisances and annoyances therein, and for widening and rendering

the same more commodious;" and the other Act, passed in the thirty-sixth year of the reign of His late Majesty King George the Third, intituled "An Act for lighting and watching the streets and other public passages and places within the town of Wakefield, in the county of York, and for more effectually cleansing the same, and removing and preventing obstructions, nuisances, and annoyances therein," and to grant other more effectual powers and provisions in lieu thereof, and for the better paving, repairing, draining, cleansing, lighting (by gas or otherwise), watching, regulating, widening, and otherwise improving and rendering more commodious the streets and other public highways, roads, lanes, passages, and places within the borough of Wakefield, in the said county of York, or some of them, and for removing and preventing obstructions, encroachments, nuisances, and annoyances therein; and for those purposes, or any of them, to purchase, take, and use, by agreement with the owners thereof, respectively, certain houses, lands, tenements, and premises, and also to make provision for the establishing and maintaining of an efficient constabulary force, and for the better watching the said borough of Wakefield, in the several townships of Wakefield, Alverthorpe with Thornes, and Stanley-cum-Wrenthorpe, in the parish of Wakefield, and said West Riding of the county of York.

And it is also intended to take powers to purchase, take, and use, by compulsion or otherwise, certain houses, buildings, and other property, for the establishing and maintaining of a market or markets, and market place or market places, and for the good government and regulating of the said market or markets, and for taking tolls or rates, or rents for the use and occupation thereof, and for making regulations as to the placing and removing of carts, stalls, and other causes of obstructions, in or upon the streets, highways, and other public passages and places, and also for the inspection of the slaughter-houses, and the wholesomeness of the meat, fish, and other provisions to be offered for sale within the said borough.

And it is also intended by the said Bill or Bills, Act or Acts, to take powers to purchase, take, and use by compulsion or otherwise, certain houses, lands, tenements, and premises, for the purpose of making and forming certain new streets or roads, and for widening and improving certain other streets, and also for straightening, widening, deepening, and otherwise improving certain streams or water-courses, within the said borough of Wakefield, and in like manner to make compensation to, and complete exchanges of lands between proprietors whose lands or the frontage thereof shall be taken or affected by the straightening and widening or improving of the said streams or water-courses, and also to make cesspools, catch-ponds, and sewers, and other works, according to the plans and sections describing the situation of the intended works to be deposited as after-mentioned.

And it is also intended to take powers to purchase the rights of Sackville Walter Lane Fox, Esq., or other the Lord or Lords of the Manor of Wake-

field aforesaid, to stallage, market tolls, the inspection of weights and measures, and of public markets and certain other manorial rights within the borough of Wakefield aforesaid; and also to purchase the public weigh-house belonging to the Lord of the Manor of Wakefield aforesaid.

And it is also intended to take powers to purchase, by compulsion, or otherwise, from the owner or owners of the Wakefield Soke Mills, an exemption for the inhabitants of the borough of Wakefield aforesaid, from soke or service, or from being bound to grind their corn, grain, or malt, at the said soke mills.

And it is also intended, by the said Bill or Bills, to take powers to purchase and take the lands, works, and implements belonging to a certain company or corporation incorporated by an Act of Parliament, made and passed in the third year of the reign of his late Majesty King George the Fourth, intituled "An Act for lighting with gas the town and neighbourhood of Wakefield, in the West Riding of the county of York;" and also to purchase and take the lands, works, and implements belonging to a certain other company or corporation, incorporated by an Act of Parliament made and passed in the seventh year of the reign of his late Majesty King William the Fourth, intituled "An Act for better supplying with water the town of Wakefield and the neighbourhood thereof, in the West Riding of the county of York."

And it is also intended to erect and maintain public baths and washhouses, and to provide for the regulation and management thereof, and the rates and charges to be taken for the use of the same.

And it is also intended to extinguish all exemptions from payment of tolls, rates, and duties, or any other rights or privileges connected with or appurtenant to the several messuages, tenements, or hereditaments so to be taken or used as aforesaid as may be contrary to or inconsistent with the said intended Act or Acts; and also to enfranchise such copyhold messuages, tenements, or hereditaments as may be purchased, taken, used, or acquired under the powers of the said intended Act or Acts from all manorial or other rights and duties or incumbrances.

And notice is also hereby given, that by the said Bill or Bills provision is intended to be made for levying and taking certain tolls, rates, or assessments on the owners, tenants, or occupiers of the houses and other buildings, lands, and hereditaments within the said borough of Wakefield, for the purposes of the said Act or Acts; and to borrow money on the security of the tolls, rates, or assessments, for the purpose of paying the debts due from or contracted by the Commissioners appointed under the provisions of the said recited Acts of the eleventh and thirty-sixth years of the reign of His late Majesty King George the Third, or either of them, whether secured by mortgage of the rates authorized to be levied or imposed by the said Acts or how otherwise secured, due or payable; and for payment of the expenses of and attending the

purchase of houses, lands, tenements, and premises for the purposes above mentioned; and of and attending the paving, repairing, draining, cleansing, lighting, watching, improving, and regulating of the said streets and other public highways, roads, alleys, lanes, passages, and places within the said borough of Wakefield; and for payment of the expenses of the establishing and maintaining of the constabulary force; and for watching the said borough; and for the other purposes of the said Act or Acts. And also to vest all sum or sums of money due to the Commissioners under the said two recited Acts, or due to the surveyors of the highways of the township of Wakefield and the several districts of Kirkgate, Westgate, and Northgate, in the said township of Wakefield, and of the several townships, divisions, or hamlets of Alverthorpe, Thornes, Stanley, and Wrenthorpe, in the parish of Wakefield aforesaid, or of the said townships of Alverthorpe-with-Thornes and Stanley-cum-Wrenthorpe, or some of them, or vested in them or in any of them, or in any other person or persons, in trust for the maintenance and repairs, or in aid of the expenses of repairing the highways, public roads, and ways within the said several townships, hamlets, or divisions, or a just and fair proportion thereof, in the Commissioners to be appointed under the said intended Act or Acts; and also to make provision for payment out of the said respective tolls, rates, or assessments of the costs, charges, and expenses attending the soliciting and passing the said Bill or Bills, with all necessary and effectual powers for carrying the said intended Act or Acts into execution; and also to take powers to repair a certain way or turnpike-road called the Wakefield Ings Road as one of the streets or roads of the said borough, and to purchase or take, by compulsion or otherwise, a conveyance of the interest of all parties interested in the said way or turnpike-road, and to abolish and extinguish all rights of toll for the use thereof, and to vest the said way or turnpike-road in the Commissioners to be appointed under the said intended Act or Acts.

And notice is also hereby given, that a plan or plans, and duplicate of such plan or plans, of the said intended works and improvements (and showing the several lands, messuages, or hereditaments required for the purposes of the same), with a book or books of reference thereto, will, on or before the thirtieth day of November next, 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; and also that a duplicate of such plan or plans, with a book or books of reference thereto, relating to the said parish of Wakefield aforesaid, will, on or before the thirty-first day of December next, be deposited with the Parish Clerk of Wakefield aforesaid.

Dated this twenty-ninth day of October, 1845.

*Henry Lumb and Sons,
Taylor and Westmoreland,*

Solicitors for the said intended Bill.

Wakefield, 29th October, 1845.

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 the railway and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, and commencing and terminating as herein described, or at some point or points intermediate between such commencements and terminations; that is to say, a railway commencing by a junction or junctions with the Leicester and Swannington Railway, in the parish of Desford, in the county of Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Bocheston, Ratby, Desford, Bagworth, Thornton, Peckleton, Kirkby Mallory, Newbold Verdon, Osbaston, Cadeby, Market Bosworth, Barleston, Barton-in-the-Beans, Nailstone, Carlton, Congerstone, Wellsborough, Sibson, Twycross, Orton-on-the-Hill, Sheepy Parva, Sheepy Magna, Pinwell, and Temple Hall, or some of them, in the said county of Leicester; Merevale, Grendon, Waretton otherwise Waverton, Polesworth, Durdon, and Shuttington, or some of them, in the county of Warwick, and terminating in the parish of Polesworth, in the county of Warwick, either by a distinct terminus there or by a junction or junctions with the Trent Valley Railway.

And a branch railway to commence by a junction or junctions with the said proposed line of railway in the parish of Sibson, in the county of Leicester, passing thence from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Sibson, Sheepy Parva, Sheepy Magna, Ratcliffe Culey, and Witherley in the county of Leicester; and Merevale, Atherstone, Mancetter, Pinwell, Whittington, and Grendon, or some of them, in the said county of Warwick, and terminating by a junction with the said Trent Valley Railway, in the township of Whittington, in the said parish of Grendon.

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 branch 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, or 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 deviate from the line or lines laid down in the plans hereinafter mentioned, to the extent thereon defined, and to alter, divert, or stop up, whether permanently or temporarily, 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 alter, divert, or stop up, for the purposes of such railway or branch 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 branch railway, and to

grant 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 it is also intended by such Bill or Bills to incorporate a company for the purpose of carrying into effect the said intended railway, branch railway, and other works, and to enable such company to sell or lease such railway and branch railway, or any part thereof to any existing company, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connection with such railway, and also for power to enable such companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid.

And in such Bill or Bills, provision is intended to be made to authorize the company to be incorporated, to amalgamate with a company to be established for constructing a railway from Leicester to Nuneaton and Coventry, and to authorize the amalgamated company to exercise all the powers and authorities to be contained in the said Bill or Bills, and to purchase and take lands by compulsion, and to levy tolls in the same manner and to the same extent as the company so to be incorporated, and provision will be made in the said Bill or Bills for carrying out such amalgamation.

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 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 said county of Leicester, at Leicester, and for the said county of Warwick, at Stratford-upon-Avon; 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 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 eighth day of November, 1845.

Maples, Pearse, Stevens, and Maples.
Felix John Hamel.
Dyott and Son.

East Riding 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 and necessary works and conveniences in connection therewith, commencing by a junction with a certain railway now being made, called the

Bridlington Branch of the Hull and Selby Railway, at a point thereon, in the parish of Great Driffield, in the East Riding of the county of York, and terminating by a junction with a certain railway already made, called the Scarborough Branch of the York and North Midland Railway, at a point thereon in the township of Norton, in the parish of Norton, in the said East Riding of the said county, and passing through the several parishes, townships, townlands, hamlets, and extra-parochial and other places following, (that is to say), Great Driffield, Skerne, Little Driffield, Emswell with Kelleythorpe otherwise Kellythorpe otherwise Kellingthorpe, Emswell, Kellythorpe, Eastburn, Kirkburn with Battleburn, Battleburn, Kirkburn, Garton otherwise Garton-on-the-Wolds, Fimber, Wetwang, Fridaythorpe, Sledmere otherwise Sledmere with Croom, Duggleby, Mowthorpe, Low Mowthorpe, High Mowthorpe, Kirby Grindalythe otherwise Kirkby Grindalythe, Towthorpe, High Towthorpe, Low Towthorpe, Thexendale otherwise Sixendale, Raisthorpe and Burdale otherwise Raisthorpe and Birdall, Burdale otherwise Birdall Raisthorpe, Wharram Percy, Bella, Wharram Grange, Wharram-le-Street, Birdsall, North Grimston, Grimston, Langton, Settrington, Sutton, Norton and Wellam, or some or one of them, all in the East Riding of the said county of York.

And it is intended, by the said Act or Acts, to take powers 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, 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, 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 and works to such an extent as will be shown in the plans thereof to be deposited as hereinafter mentioned; 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, townlands, hamlets, and extra-parochial or other places aforesaid, as may be required to be diverted or altered for the purposes of such railway.

And it is intended to take powers, by the said Act or Acts, to enable the said York and North Midland Railway Company, or any other company, to raise funds for, and to take shares in, and subscribe for or towards, the making, maintaining, working, and using of the said intended railway and other works.

And it is further intended to take powers, by the

said Act or Acts, to enable the company to be thereby incorporated to let on lease or sell the said intended railway, 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, who shall be named in the said Act or Acts, 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 dues, or otherwise, and generally to enable such company so to be incorporated by the said Act or Acts, and such other railway company or companies, or any of them, 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 or proper. And also to enable such company, so to be incorporated by the said Act or Acts, to effect and confirm any agreement or arrangement made or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said intended railway on the line or works of the said Bridlington Branch of the said Hull and Selby Railway, or of the said Scarborough Branch of the said York and North Midland Railway, or either of them, or any other company or companies, or any or either of them.

And notice is hereby also given, that duplicate plans and sections, describing the line, levels, and situation of the said intended railway, works, and conveniences, and the lands in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to or from the works shall be made, together with a book of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the thirtieth day of November in this present year, with the Clerk of the Peace for the East Riding of the county of York, at his office in Beverley, in the said East Riding of the county of York; 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, works, and conveniences, or any part thereof, are intended to be made and maintained, will be deposited also for public inspection on or before the thirty-first day of December of this present year, with the parish clerk of each of such several parishes, at the respective places of abode of such parish clerks.

Dated this eighth day of November, 1845.

Charles Preston, Solicitor, Hull.

Buckinghamshire Railway. Oxford and Bletchley Junction.

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 proper works and conveniences connected therewith, and approaches thereto, commencing at or near the city of Oxford, in the parish of Saint Giles Oxford, in the county of Oxford, and terminating by a junction with the London and Birmingham Railway, in the parish of Bletchley, in the county of Buckingham, and passing from, in, through or into the several parishes, townships, extra-parochial and other places of Oxford, Saint Giles Oxford, Saint Clements Oxford, Headington, Marston, Kings Mill Meadows, Burrows Meadow, Great Cutslow, Little Cutslow, Wolvercott, Weston Park, Bletchingdon, Summerstown or Summertown, Godstow, Walton, Walton Osney, Walton Godstow, Trap Grounds, Port Meadows, Binsey, Saint Thomas, Saint Aldate, Grand Pont, North Hinccksey, Elsfield, Water Eaton, Gosford Thrup, Kidlington, Wood Eaton, Islip, Noke, Oddington, Charlton-upon-Otmoor, Fenest Murcot, Weston-on-the-Green, Wendlebury, Chesterton, Merton, Chesterton, Chesterton Magna, Chesterton Parva, Ambrosden, Bicester, Bicester Market-end with Wretchwick, Bicester King's-end, Launton, or some of them in the county of Oxford; Summerstown or Summertown, Wolvercott, Upper Wolvercott, Lower Wolvercott, Godstow, Saint Giles, Walton, Walton Osney, Walton Godstow, Trap Grounds, Port Meadow, Binsey, Saint Thomas, Saint Aldate, Grand Pont, North Hinccksey and South Hinccksey, or some of them, in the city and liberty of the city of Oxford; Marsh Gibbon, Poundon, Charndon, Twyford, Hillesdon, Steeple Claydon, Middle Claydon, Saint Botolph Claydon otherwise Bottle Claydon, East Claydon, Addington, Winslow, Shipton, Singleborough, Great Horwood, Little Horwood, Swanbourn, Tattenhoe, Mursley, Salden, Whaddon, Nash, Newton Longville, Bletchley, Fenny Stratford, Water Eaton, Simpson, or some of them, in the county of Buckingham.

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 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; 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 the said 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 Clerk of the Peace for the county of Oxford, at his office in Oxford, and with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury. 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 this first day of November, 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincolns'-Inn-Fields, London; *Samuel Carter,* Birmingham; *William Meyrick,*
2, Furnival's Inn, London; Messrs. *Rose*
and Messrs. *Tindal,* Aylesbury; Messrs. *Hearn*
and *Nelson,* *Henry Smith* and *J. W. Cowley,* Buckingham, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to authorize the construction and maintenance of a Railway with all proper works, approaches, and conveniences connected therewith, commencing in the parish of Worth, in the county of Sussex, by a junction with the London and Brighton Railway, at or near the Three Bridges station of the said railway, and ter-

minating at or near the town of East Grinstead, in the parish of East Grinstead, in the county of Sussex aforesaid, or terminating at some intermediate point within some or one of the parishes and townships hereinafter mentioned, 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 and other places following, or some of them: that is to say; Worth, Crawley, West Hoathley, Hartfield, North Hartfield, South Hartfield, Ashurst, Forest Row, and East Grinstead, all in the county of Sussex, and Burstow, Horley Horne, Lingfield, Godstone, Tandridge, Bletchingly, and Crowhurst, all 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 and aqueducts, canals, streams, and rivers within the aforesaid parishes 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 enable the London and Brighton Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties, in respect 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, in the event of a company being thereby incorporated, to enable such company to sell or let, and transfer the said intended railway or any part thereof, and all or any powers of such company in connexion therewith, or in relation thereto, to the said London and Brighton Railway Company, and to enable the said London and Brighton Railway Company to purchase or rent the said intended railway, 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 generally to enable the said companies respectively to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them.

And for the purposes aforesaid it is intended to alter, amend, and enlarge, so far as it may be necessary, the several powers and provisions of the Acts relating to the said London and Brighton Railway Company, passed respectively in the sessions of Parliament held in the first, and in the

sixth and eighth, and ninth years of the reign of Her present Majesty.

And notice is hereby further given, that duplicate maps, or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Sussex, at his office in Lewes, and with the Clerk of the Peace for the county of Surrey, at his office at Lambeth, 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 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 sixth day of November, 1845.

Sutton Ewens, Ommanney, and Prudence,
Basinghall-street, London.
George and Henry Faithfull, Brighton,
Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for 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 the railway hereinafter mentioned, or some part or parts thereof, with all proper works, stations, and other conveniences connected therewith, (that is to say) a railway commencing by a junction or junctions with the Midland Railway at or near the Kegworth station thereon in the parishes of Ratcliff-on-Soar, Kingston-on-Soar, Sutton Bonnington, and Sutton Saint Michael's, or one of them, passing thence from, in, through, or into the several parishes, townships, extra-parochial and other places of Ratcliff-on-Soar, Kingston-on-Soar, West Leak otherwise West Leake, Sutton Bonnington, Sutton Saint Michaels, Sutton Saint Ann's and Bonnington End, some or one of them in the county of Nottingham, Kegworth, Long Whatton, Hathorn otherwise Hathern, Castle Donington, Diseworth, Sheepshead otherwise Sheepshed, Belton, Grace Dieu, Tong otherwise Tonge, Breedon-on-the-Hill, Worthington, Griffy Dam, Osgathorpe, Thringstone, Swannington, Whitwick, Snibston, Packington, Ravenstone, Donington-on-the-Heath, Hugglescote, Heather, Ibstock, Newton Burgaland otherwise Newton Burguland, Sweptstone, Odstone-on-the-Hill, Nailstone, Odstone, Shackerstone otherwise Shakerston, Barton-in-the-Beans, Carlton, Market Bosworth, Congerstone, Wellsborough, Temple Hall, Sibson, Shenton, Coton otherwise Near Coton, and Far Coton, Cadeby, Upton, Ratcliffe Culey, Atterton, Witherley, Stoke Golding, Hinckley, Penny Drayton, Lindley, Higham-on-the-Hill, and Rowden, some or one of them in the county of Leicester, Ravenstone in the county of Derby, Caldecote, Weddington, Hartshill, Man-

cetter otherwise Manchester, Nuneaton, Attleborough, Stockingford, Chilvers Coton, Griff, Arbury, Astley, Bedworth, Collycroft, Exhall, Foleshill, Longford, Karesley otherwise Carsley, Hearsall otherwise Hersall, Coventry otherwise Saint Michael's Coventry, Holy Trinity Coventry, and Saint John the Baptist Coventry, Radford, Coundon, Allesley, Wharburley, Stoneleigh, Marston Jabet, Bulkington, Hawkesbury, Sow, Shilton, Anstey, Wyken, otherwise Wicken, and Stoke, some or one of them, in the county of Warwick, and terminating at the London and Birmingham Railway at or near the Coventry station thereon, in the parishes of Saint Michael Coventry, Holy Trinity Coventry, and Saint John the Baptist Coventry, some or one of them, and the promoters reserve to themselves the power of making the application to Parliament for a portion of the said railway. And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down in the plans hereafter mentioned, to the extent therein 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, extra-parochial, and other places aforesaid, as it may be necessary so to alter, divert, or stop up for the purposes of such railway, or the works, stations, and conveniences connected therewith; and also to authorize junctions with any railway or railways at the commencements or terminations, or in the line or course of such intended railway, in the several parishes, townships, extra-parochial, and other places before mentioned.

And notice is hereby also given, that it is intended to apply for power to levy tolls, rates, and duties for the use of the said 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 powers to vary or extinguish all rights or privileges in any manner connected with the lands proposed to be taken for the purposes of such railway, and to confer other rights and privileges.

And notice is hereby also given, that plans and sections, and duplicates of the same, describing the lines and levels of the said intended railway, and the lands to be taken for the purposes thereof, with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited, for public inspection, with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent, in the said county; with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the county of Derby; with the Clerk of the Peace for the county of Leicester, at his office at Leicester, in the county of Leicester; and with the Clerk of the Peace for the county of Warwick, at his office at Stratford-upon-Avon, in the county of Warwick, 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 intende

railway and works are proposed to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of such parishes, at their respective residences.

Dated this eighth day of November, 1845.

Abraham Bass, Burton-on-Trent, Staffordshire; *Thomas Lacy*, 19, King's Arms Yard, London, Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring a Bill or Bills, to make and maintain the railway and branch railway hereinafter specified, or one of them, or some part or parts thereof respectively, and commencing and terminating as hereinafter described, or at some point or points intermediate between such commencement and termination; that is to say:—

A railway commencing at or near Knightsbridge in the parishes of Kensington otherwise Saint Mary Abbot's Kensington, and Saint Margaret Westminster, in the liberty of the city of Westminster, or one of them, in the county of Middlesex; passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Kensington otherwise Saint Mary Abbot's Kensington, Saint Margaret Westminster, Knightsbridge, Chelsea, Saint Lukes Chelsea, Brompton, Old Brompton, Hammersmith, Acton, Chiswick, Saint Peter's Chiswick, Turnham Green, East Acton, Ealing, Little Ealing, Hanwell, New Brentford, Old Brentford, Brentford End, Heston, Hounslow, Isleworth, Smallbury, Lampton, Sutton, Cranford, Harlington, Bedfont, Hatton, East Bedfont, West Bedfont, New Bedfont, Laleham, Harmondsworth, Longford, Sipson, Heathrow, Feltham, Stanwell, Ashford, Chapelry of Staines, and Staines, or some of them, in the said county of Middlesex: Wyrardisbury, in the county of Buckingham: Thorpe, Egham, Englefield Green, the Hythe, Stroud, Christchurch, Virginia Water, Windlesham, Bagshot, Chobham, and Chertsey, or some of them, in the county of Surrey: Sunninghill, Winkfield, Warfield, Easthampstead, Binfield, Wokingham otherwise Oakingham, Wokingham Town otherwise Oakingham Town, Barkham, Hurst, Newland, Whitley, Wirmersh, Finchampstead, Arborfield, Swallowfield, Swallowfield Berks, Shinfield, Shinfield East Side, Hartley Dummer otherwise Hartley Dammer otherwise Hartley Prior, Stratfieldsaye, Beech Hill, Stratfield Mortimer otherwise Mortimer Stratfield otherwise Mortimer Church End, Wokefield otherwise Oakfield, Burgfield and Padworth or some of them, in the County of Berks: Stratfieldsay, Heckfield, Stratfield Mortimer otherwise Mortimer Stratfield, Mortimer West otherwise Mortimer West End, Silchester, Pamber, Inhurst otherwise Inhurst and Ham, Tadley, Aldermaston, Church Acre in Aldermaston, Baughurst, Brimpton, Ashford, Woolverton, Kingsclere, Itchingswell, Sidmanton, Burghclere, Highclere, Earlstone, Litchfield, Crux Easton, Woodcott, Whitchurch, Saint Mary Bourne, Egbury, Binley,

Swampton otherwise Swompton, Hurstbourne Priors, Hurstbourne Tarrant, Stoke, Chapmansford, Knights Enham, Upper Enham, Longparish, Kings Enham, Andover, Upper Clatford, East Aston, West Aston, Wherwell, Goodworth Clatford, Middleton, Forton, Abbots Ann, Little London, Penton Mewsey, Woodhouse, Penton Grafton, Smanell, Wey otherwise Weyhill, Hatherden, Charlton, Monxton, Foxcott, Wildhern, Ampport, Little Ann, Thruxton, Redrice, Fifield, Clanville, Quarley, Mullins Pond, Grately, Sarson, East Cholderton, West Cholderton, Over Wallop otherwise Upper Wallop, and Reddenham, or some of them, in the county of Southampton: Wokingham otherwise Oakingham, Broadhinton, Hurst, Newland, Swallowfield, Swallowfield Wilts, Shinfield West Side, Shinfield, Shinfield East Side, Hartley Dummer otherwise Hartley Dammer otherwise Hartley Prior, Didnam otherwise Didenham, Cholderton, Newton Toney, Allington, Boscomb, East Boscomb, Lower Boscomb, Idmiston, Porton, Gomeldon, Winterbourne Gunner, Winterbourne Dauntsey, Winterbourne Earls, Hurdcot, Laverstock, Winterbourne Ford, Stratford, Clarendon, Saint Edmund's in the City of New Sarum, Milford, Saint Martin's in the City of New Sarum; The Close of the Cathedral Church of Sarum, Britford, East Harnham, West Harnham, Odstock, Homington otherwise Honnington, Combe Bissett, Stratford Toney otherwise Stratford Saint Anthony, Bishopstone, Throope House, Netton, Fallston, Crouchston otherwise Crouston, Flamstone, Broad Chalke, Knighton, Stoke Farthing, Bower Chalke, Woodmanton, Guston, Knowle Farm, Mousehole, Little London, Fifield Bavant, Ebbesbourne Wake, Prestcombe, Alvediston, Berwick Saint John, Donhead Saint Andrew, Winsford, Donhead Saint Mary, Haystone, Dognal, and Charlton, or some of them in the county of Wilts: Melbury Abbas, East Melbury, West Melbury, Compton Abbas, Hartgrove, Shaston Saint Rumbold otherwise Cann, Shaston otherwise Shaftesbury, Shaston Saint James, Alcester, Margaret Marsh otherwise Saint Margaret's Marsh, Stower Provost otherwise Stower Preaux, East Stower, West Stower, Kington Magna, Todber otherwise Todbere, Hinton Saint Mary, Marnhull, Limbreys otherwise Limbries, Thornton, Fifehead Magdalen, Stalbridge, Gomershay Weston, Thornhill, Caundle Purse otherwise Purse Caundle, Osborne, Castleton, Sherborne, Abbott's Fee, Eastbury, Hound Sheet, Nether Combe, Newland Borough, Over Combe, Westbury, Thornford, Nether Compton, Over Compton, Bradford Abbas, Clifton Mabank, Broadwinsor, Driumpton, Burstock, Hawkchurch, Phillyhome, Wild Court, Chardstock, Coxdon, Churchill, Tytherleigh, Shute, Dalwood, Widworthy, Cotleigh, Shedrick, Axminster, Beerhall and Stockland, or some of them in the county of Dorset: Henstridge, Temple Comb, Bowden otherwise Henstridge Bowden, Yenston otherwise Yeanston, Whitchurch, Milborne Port, Milborne Wick, Kingsbury Regis, Charlton Horethorn, Goathill, Pointington, Pinford, Barwick otherwise Berwick otherwise Berwick and Stoford, Stoford, Yeovil, East Coker, West Coker, North Coker, Sutton Bingham, Pendover,

East Chinnock, Middle Chinnock, West Chinnock, Chisellborough Hardington, Mandeville, Haselbury Plucknett, Merriott, Hinton Saint George, Crewkerne, Croft Farm, Roundham Furland, Coombe, Hewish, Woolmiustone, Clapton, Laymoor, Misterton, Seaborough, Greenham, Wayford, Oathill, Winsham, Amerham, Purtington, Winsham Street, Leigh and Purtington, Marshwood, Cricket Saint Thomas, Chard, Tatworth, Forton, Chard Old Town, Crim Chard, Chardstock, Southchard, and Perry Street; or some of them, in the county of Somerset: Thorncombe, Ford Abbey, Phillyhome, Wild Court, Holditch, Shedrick, Axminster, Axminster Town, Westwater Abbey, Uphay, Shapwick, Wyke, Smallridge, Trill, Weyerroft, Membury, Kilmington, Shute, Dalwood, Widworthy, Luppit, Monckton, Stockland, Colyton, Watchcombe, Colyton Town, Farwood, Colyford, Offwell, Cotleigh, Honiton, Combrawleigh, Awliscombe, Buckerell, Gittisham, Feniton, Corscombe, Corstock, Payhembury, Ottery Saint Mary, Saint Philip and Saint James, Alphington, the Town Tithing, Gosford, Kull otherwise Kill, Thornmow otherwise Caddy, Fluxton, Tipton, Wheaton, Tallaton, Whimple, Rockbeare, Talford otherwise Tailford, Honiton Clist, Sowton, Broad Clist Poltimore Pinhoe, Langaton and Monkheaton, Heavitree, Whipton and Poleslow, and Saint David, or some of them in the county of Devon: and Saint Sidwell, Saint Sidwell and Saint James, and Saint David, or some or one of them, in the city of Exeter, and county of the same city and terminating in the parishes of Saint David, and Saint Sidwell and Saint James, or one of them in the city of Exeter, and county of the same city.

And a branch from and out of the said main line of railway, commencing by a junction or junctions therewith in the parish of Staines, in the said county of Middlesex, passing thence from, through, or into the several parishes, townships, and extra-parochial places of Staines aforesaid, Wyardisbury, Horton, Datchet, Upton-cum-Chalvey, and Eton, or some of them in the county of Bucks, and Clewer, Clewer in the borough of New Windsor, and New Windsor, or one of them, in the county of Berks, and terminating in the said parishes of Clewer, in the borough of New Windsor, and New Windsor, or one of them.

And powers will be applied for in the said 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 branch 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 and branch railway, 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 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 branch 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 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 incorporate a company or companies to carry out the aforesaid undertaking, and to give to such company or companies all necessary powers for effecting the several purposes aforesaid. And it is further intended to empower the said company or companies so to be incorporated as aforesaid, to agree for the amalgamation of the said railway and branch railway, with a company projected for constructing a line of railway from Exeter to Falmouth in extension of the line before specified, in case such last-mentioned project shall be submitted to Parliament, or to contribute funds towards the formation of such railway so to be made in connection with the said intended railway; and it is also intended to make provision in the said Bill or Bills for such amalgamation, in case both the said lines of railway should be sanctioned by Parliament, and also to authorize the two companies to agree and to enter into such arrangements as may be mutually agreed upon for the more effectually carrying out of all or any of the aforesaid objects for the purpose of uniting the two lines of railway, and the said branch railway, under one and the same company. And also to enter into arrangements with any other railway company, for the amalgamation, leasing, making, or working the railways before specified, or any part thereof respectively.

And notice is hereby further given, that duplicate plans and sections of the said railway and branch railway, 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 occupiers of the property intended to be taken, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the several Clerks of the Peace for the several counties, as follows:— For the county of Middlesex, at Clerkenwell Green; for the liberty of the City of Westminster, at Westminster; for the county of Surrey, at Lambeth; for the county of Bucks, at Aylesbury; for the county of Berks, at Abingdon; for the county of Wilts, at Wilton; for the City of Salisbury and the liberties thereof, at Salisbury; for the county of Southampton, at Winchester; for the county of Dorset, at Sherborne; for the county of Somerset, at Taunton; for the county of Devon, at Exeter Castle; and for the county of the City of Exeter, at Exeter. And, that on or before the thirty-first day of December next, a copy of, or of so much of

the said plans and sections as relates to each of the parishes aforesaid, in or through which the said railway and branch 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 seventh day of November, 1845.

D. E. Colombine,
8, Carlton Chambers, Regent Street.
Stokes, Hollingsworth, Tyerman, and Johnston,
24, Gresham Street.

Reedham and North Walsham Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to make and maintain a railway or railways with all necessary and proper works, stations approaches, and conveniences connected therewith, to commence by a Junction with the Yarmouth and Norwich Railway (now forming part of the railway called the Norfolk Railway) at or near the station on the said railway, in the parish of Reedham, in the county of Norfolk, and terminating at or near the town of North Walsham, in the said county of Norfolk, which said intended railway or railways, and works connected therewith, are intended to be made in and to pass from, through, or into the several parishes, townships, townlands, chapelries, hamlets, extra-parochial and other places following, or some of them, that is to say, Reedham, Limpenhoe, Freethorpe, Moulton, Halvergate, Tunstall, Acle, Weybridge, Fishley, Burgh Saint Margaret otherwise Flegg Burgh, Burgh Saint Mary, Billockby, Clippesby, Oby, Ashby, Thirne, or Thurne otherwise Ashby with Oby and Thurne, Repps, Bastwick otherwise Repps, with Bastwick, Ludham, Potter, Heigham, Catfield, Hickling, Sutton, Stalham, Brumstead otherwise Brunstead, Dilham, Dilham Staithe, Smallburgh, Honing, Worstead otherwise Worstede, Bengate, Bridgegate, Brockley, Meeting House Hill, Lyngate, Withergate, and North Walsham, all in the said county of Norfolk; also to form and construct a branch railway or railways, with all necessary and proper works approaches, stations and conveniences connected therewith, commencing from and out of the said intended main railway or railways at Thirne or Thurne otherwise Ashby with Oby and Thurne aforesaid, and terminating in the parish of Martham, in the said county of Norfolk, which said branch railway or railways, and works connected therewith, are intended to be made, and to pass from, through, or into the several parishes, chapelries, townships, hamlets, extra parochial and other places following, or some of them (that is to say), Thirne or Thurne, otherwise Ashby with Oby and Thurne, Repps, Bastwick Repps with Bastwick, Rollesby, and Martham, all in the said county of Norfolk; and it is intended to apply for power in the said Act or Acts to deviate in the construction of such railway or railways, branch railway or railways, and other works from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to such extent as will be shown or defined on such plans, and to stop up,

vary, alter, or divert such highways, turpikes and other roads, railways, streets, paths, passages, rivers, canals, navigations, brooks, streams, sewers, waters, and watercourses, within the parishes, and places hereinbefore mentioned, as it may be necessary to stop up, alter, vary, or divert for the purposes of constructing the said railway or railways, branch railway or railways, and the works connected therewith respectively. And it is proposed by the said Act or Acts to incorporate a company or companies for the purpose of making and maintaining the said intended railway or railways, branch railway or railways, with powers for the compulsory purchase of lands, houses, tenements, and hereditaments required for that purpose, and to levy tolls, rates, or duties upon, or in respect of the said intended railway or railways, branch railway or railways, or works connected therewith, and also with power to lease and sell the said railway or railways, branch railway or railways. And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway or railways, branch railway or railways and works, and the lands and hereditaments proposed to be taken for the purposes thereof, together with books of reference, containing the names of the reputed owners, lessees, and occupiers of such lands and hereditaments, will be deposited for public inspection on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, in the said county of Norfolk, and a copy of so much of the plans, sections, and Books of Reference as relates to each of the several parishes and places in or through which the said railway or railways, branch railway or railways and works will pass, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each such parish at his place of abode.

Dated this eleventh day of November, 1845.

R. S. Charnock,
Paternoster-row, London, } *Solicitors.*
Joseph Colman, Norwich, }

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts, whereby it is proposed to authorise and empower the Great Western Railway Company, to purchase or take on lease, and to use and work, or to construct, either alone or jointly with any other companies or persons, the several railways, or intended railways, and works hereinafter mentioned, or some of them, or some part or parts thereof, as well as such other railways and works, as by virtue of any Act or Acts already passed, or to be passed in the next session of Parliament, are or may be authorised to be purchased or taken on lease by the companies or any of them to whom the railways hereinafter mentioned may belong; and also all or any powers or privileges which now are or hereafter may become vested in such companies respectively, and to use, exercise, and enjoy such powers and privileges.

And by such intended Acts, or some or one of them, it is proposed to enable the said Great

Western Railway Company to enter into such agreements and arrangements, in reference to the sale, lease, construction, maintenance, and use of the railways, or intended railways, and works hereinafter mentioned, and such other railways as aforesaid as may be mutually agreed on between them and the companies to whom such railways respectively may belong, or who are or may be authorised and empowered to construct, purchase, or lease the same, and to raise and subscribe or contribute such capital or sums of money as may be necessary for effecting all or any of the purposes aforesaid, and to acquire such other powers as to Parliament may seem expedient in relation thereto; (that is to say,) a railway, or intended railway, from Worcester to Porth Dynllaen; the Oxford, Worcester, and Wolverhampton Railway, and certain branches or intended branches therefrom; a railway, or intended railway, from Birmingham, to join the Oxford and Rugby Railway, with branches therefrom; the Oxford and Rugby Railway; a railway, or intended railway, from Cheltenham to join the Oxford, Worcester, and Wolverhampton Railway at or near Shipton-under-Wychwood; a railway, or intended railway, to connect the towns of Worcester, Hereford, Ross, and Gloucester; the South Wales Railway, and the branch and intended branches therefrom, and extension thereof; a railway, or intended railway, to connect the city of Gloucester with the Forest of Dean and the South Wales Railways; the Monmouth and Hereford Railway, as proposed to be altered; certain railways, or intended railways, from the Great Western Railway to the towns of High Wycombe, Henley-on-Thames, Uxbridge, Twickenham, and Staines; certain railways, or intended railways, from the Great Western Railway at Bristol to the south-eastern side of the river Severn, and from the north-western side of the said river to the South Wales Railway, with a branch to the New Passage ferry, across the said river, and a new ferry across the said river; a railway, or intended railway, from Bristol to Portishead, and a ferry, pier, and docks in connexion therewith; the South Devon Railway, and the branches and intended branches therefrom; a railway or railways to connect the towns of Barnstaple, Biddeford, and other towns in the north of Devon, with the Bristol and Exeter, the South Devon and the proposed Cornwall railways, proposed to be called the North Devon Railway; a railway or railways, or intended railway or railways, from the South Devon Railway near Plymouth to Falmouth, Saint Ives, Launceston, Liskeard, Padstow, Newham, and Penryn, and a ferry across the Hamoaze in connexion therewith, proposed to be called the Cornwall and West Cornwall railways; a railway from Yeovil and Bridport to Exeter, with branches, to be called the Exeter Great Western Railway; the Bristol and Exeter Railway, and branches and intended branches therefrom; the Berks and Hants Railway; a railway, or intended railway, from Hungerford to Frome, with branches; a railway, or intended railway, from Twiverton to Radstock, with branches; the Wilts, Somerset, and Weymouth Railway, and the intended alterations, and branches, and extensions thereof; and the

West London Railway, and the projected extensions thereof.

And it is proposed by the said intended Acts, or some of them, to alter, repeal, amend, and enlarge some of the powers and provisions of the several Acts next hereinafter mentioned, or some of them; (that is to say) the several Acts relating to the Great Western Railway and the branches thereof, passed respectively in the fifth year of the reign of his late Majesty King William the Fourth, and in the sixth year of the same reign; in the first year of the reign of her Majesty Queen Victoria, and in the second year of the same reign; and also the several Acts relating to the Cheltenham and Great Western Union Railway, passed respectively in the sixth year of the reign of his late Majesty King William the Fourth, in the first year of the reign of her present Majesty Queen Victoria, and in the fifth year of the same reign; and also an Act passed in the sixth year of the reign of Her present Majesty, relating to the Oxford Railway, and an Act passed in the seventh year of the same reign relating to the Great Western Railway, the Cheltenham and Great Western Union Railway, and the Oxford Railway.

November, 1845.

W. O. and W. Hunt,
10, Whitehall,
Osbornes, Ward, and Co., } Solicitors.
Bristol.

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 and branch commencing at or near Bridge Street or South Quarter, in the parish of All Saints, in the town of Northampton, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of All Saints, in the town of Northampton, St. Giles, in the town of Northampton, Hardingstone, Albington, Great Houghton, Little Houghton, Brayfield on the Green, Denton and Yardly, Hastings, or some of them in the county of Northampton; Olney Park, Olney Clifton, Reynes, and Newtown, Blossomville, or some of them, in the county of Buckingham; Turvey, Stagsden, Bromham, Biddenham, Kempstone, Saint Paul in the town of Bedford, Saint Peter otherwise Saint Peter Martin, in the town of Bedford, Saint Cuthbert in the town of Bedford, Saint Mary in the town of Bedford, Saint John in the town of Bedford, and Elstow or some of them in the county of Bedford, and terminate in the said town of Bedford, at or near Saint Leonard's Hospital, in the parish of Saint John's, by a distinct terminus there, or by a junction with the line of the Bedford, and London and Birmingham Railway, as authorized by the Act of Parliament establishing such railway. And it is intended to take power to construct stations, bridges, communications, approaches, and other works and conveniences in the several parishes, townships, and extra-parochial places beforementioned, or some of them, for the making and using the said railway; and also to authorise junctions with, and the use of any railway, or railways, at the com-

menement 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 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 of Northampton, at his office, at the town of Northampton with the Clerk of the Peace for the county of Buckingham, at his office at Aylesbury in the said county, with the Clerk of the Peace for the county of Bedford, at his office at Bedford, 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 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 payments of tolls, rates, and duties, and other rights and privilege.

And notice is hereby given, that power will be applied for in the said Bill or Bills, to enable the company to be thereby incorporated to sell or lease the said intended railway, or any part thereof, to any other company, and to enable 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.

Dated the eighth day of November, 1845.

Parkes, Smith and Co.,
 12, Bedford Row, London,
John Jeffery, Northampton,
John Garrard, Olney, } Solicitors.

Fleetwood-on-Wyre to Thornton.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act or Acts to make and maintain a Railway, with all proper works and conveniences connected therewith, to commence on or near to the North East shore of the river Wyre, at or near the sea dike, in the township of Preesall-with-Hackinsall, in the county palatine of Lancaster, and to terminate at and by a junction with the Leeds and Bradford Extension Railway, at a point in the parish of Thornton, in the West Riding of the county of York, and which said railway and works are intended to be made and pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Lancaster, Garstang, Kirkham, Chipping, Whalley, Preesall-with-Hackinsall otherwise Preesall-with-Hackensall otherwise Preesall-with-Hackersall otherwise Hackinsall-with-Preesall otherwise Hackensall-with-Preesall, Pilling, Pilling Moss, Nateby, Cabus, Garstang, Barnacre-with-Bonds, Claughton, Goosnargh-with-Newsham, Chipping, Thornley-with-Wheatley otherwise Thornley-cum-Wheatley, Little Bowland, Little Bowland-with-Leagram, Bowland-with-Leagram, Leagram, Aighton Bailey and Chaigley otherwise Aighton Bailey and Chaighley, Chaigley otherwise Chaighley, Clitheroe, Clitheroe Castle, Chatburn and Downham, in the said county palatine of Lancaster; Mitton, in the county palatine of Lancaster and West Riding of the county of York, Mitton-with-Crook, Crook, Great Mitton, Bashall Eaves, Waddington, Sawley-with-Tosside, Gisburne otherwise Gisburn, Rimington otherwise Rimington, Bracewell, Barnoldswick, Brogden, Martons Both, Coates, Thornton, Thornton-in-Craven, Broughton, Broughton-in-Airedale, and Elslack, in the said West Riding of the county of York; and also to make and maintain such pier or piers, wharf or wharfs, breakwaters, jetties, and other works and conveniences below high-water mark in and upon the north-east shore of the said river Wyre, at or near to the sea dike aforesaid, as may be necessary for the purposes of the said railway, and as the said intended company may obtain the consent of Her Majesty to construct there previously to the construction thereof.

And notice is also hereby given, that it is proposed to apply for powers, to be granted by the said intended Act or Acts, to deviate laterally from the line of the said intended railway as laid down in the plans hereinafter mentioned, to the extent defined thereon.

And it is proposed, by the said intended Act or Acts, to incorporate a company or companies with powers to make and maintain the said railway and works, and to purchase, by agreement or compulsion, and hold all lands, tenements, and hereditaments required for the completion of the same, and all rights and interests therein, and to vary or extinguish all rights and privileges connected with the lands, tenements, and hereditaments 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 also to communicate

with, run upon, cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike-roads, parish roads, and other highways and ways, streams, canals, navigations, railways, and tram-roads within the said parishes, townships, and other places, or some of them, as it may be necessary to communicate with, run upon, cross, divert, alter or stop up, for the purpose of the said railway and works, and to levy tolls, rates, and duties in respect of the use of the said railway, 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 it is proposed by the said intended Act or Acts 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 all or any of the tolls thereof to any other proposed or now existing railway company or companies which may be named in such intended Act or Acts, and also to enter into such mutual arrangements with any such company or companies as may be necessary or expedient to carry out the purposes and objects of the said railway and works; also to carry into effect and confirm any agreements or arrangements made or to be hereafter made with all or any of such companies, for or in respect of the traffic passing or which may pass on the line or works of the railway of such companies respectively, or any of them, and also to delegate to any such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Act or Acts, and to authorize such other company or companies, out of their corporate or other funds, and either severally or jointly with any other company or companies to take shares in, and subscribe for or towards the making, maintaining, working and using the said intended railway and works, or any part thereof, and to take tolls and duties upon or in respect thereof, and to raise money for the purposes aforesaid.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections describing the situation, line, and levels of the said intended railway 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 county palatine of Lancaster, at his office in Preston, in the same county, and also 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 county, 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 respectively are proposed to pass or be made will be deposited with the parish clerks of such parishes, at their respective residences.

And notice is hereby further given, that it is proposed by the said Act or Acts to alter, increase, and, in part, repeal the powers and provisions of

the several Acts hereinafter recited, or some of them, and to alter the rates and duties granted by the said after-recited Acts, or some of them, or some of the said tolls, rates, and duties, that is to say, an Act passed in the fifth and sixth years of the reign of his late Majesty 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 reign of his late Majesty King William the Fourth, 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 said seventh year of the reign of his said late Majesty, intituled, "An Act for making and maintaining a dock or docks at Wyre, in the county palatine of Lancaster;" an Act passed in the second year of the reign of Her Majesty Queen Victoria, intituled, "An Act to amend the several Acts relating to the Preston and Wyre Railway and Harbour Company;" an Act passed in the said second year 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 and the Preston and Wyre Dock Company, and to consolidate the said Companies;" an Act relating to the Leeds and Bradford Railway Company, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from Leeds to Bradford, with a branch to the North Midland Railway;" also another Act passed in the eighth and ninth years of the reign of Queen Victoria, chapter 38, intituled, "An Act for enabling the Leeds and Bradford Railway Company to make a railway from Shipley to Colne, with a branch to Haworth."

Dated this fifth day of November, 1845.

Rushton and Armitstead, Bolton.

Robert Trappes, Clitheroe.

Richard Moore, jun., Kirkham

Southport Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session for an Act or Acts for better paving, flagging, cleansing, draining, sewerage, lighting (with oil or gas, or otherwise), watching, widening, and otherwise regulating and improving the streets, lanes, roads, paths, ways, courts, passages, bridges, brooks, streams, drains, water-courses, and other public places within the hamlet or village of Southport, in the township and parish of North Meols, in the county of Lancaster, and within other the part or parts of the said township of North Meols bounded in manner following: that is to say, on the north-easterly side thereof by a line drawn from the south-easterly side of Row-lane, and thence along a fence on the south-easterly side of Bond's tenement, which separates the same tenement from a farm and lands in the occupation of Richard Ball, and from the end of such fence by a line drawn therefrom to the sea shore parallel with and equidistant throughout from the north-easterly boundary of the allotment of Sand-hills

numbered 3355 in the title commutation plan of the said township of North Meols, upon and along the north-westerly side thereof from the aforesaid north-easterly boundary to the boundary of Birkdale, by and including the sea shore, upon and along the south-westerly side thereof from the sea shore to the fence separating the fields respectively numbered 3246 and 3323a in the said plan by the township of Birkdale; and on the south-easterly side thereof from Birkdale boundary to a branch of the stream called the Nile, by the said last-mentioned fence, and by a continuation of the same fence dividing the closes numbered 3327 and 3327a in the said plan from another close numbered in the said plan 3328, and from thence to East-bank-lane by a line drawn along the south-easterly bank, of and so as to include the whole of the stream called the Nile between those points, and from thence to the commencement of the said line forming the north-eastern boundary by a line drawn across East-bank-lane, and along the fence on the south-easterly side of, and so as to include, the whole of Hawes-side-lane and Row-lane as far as the said line forming the north-eastern boundary, and for removing nuisances therein. And it is also proposed to include within the limits and operation of the said Act or Acts, or some of them, the following lanes or public highways within the said township of North Meols: that is to say, Row-lane, Bankfield-lane, and the Preston-road, extending from the said line forming the north-eastern boundary to the boundary of the township of Tarleton; also the Ormskirk-road or Meols Cop, from Row-lane to the boundary of the township of Scarisbrick; and also East-bank-lane, Trap-lane, and Ash-lane, from the said line forming the south-easterly boundary to the Ormskirk-road or Meols Cop aforesaid, and also all other highways within the said township, lying on the south-westerly side of the Ormskirk-road or Meols Cop, and of a direct line drawn from the end thereof across Row-lane and thence to the sea-shore. And in the said Act or Acts, or some or one of them, it is also proposed to make provision for the repairs of the said highways by the commissioners to be appointed by or under the provisions of such Act or Acts, or some or one of them, and to release and exonerate the part or parts of the said township of North Meols not included within the limits or operation of the said Act or Acts from all liability to repair or amend the same, in consideration of the payment to the said commissioners of an annual sum, and for rendering such annual sum either fixed and perpetual, or subject to periodical variation in proportion to the comparative increase or diminution of the amount of assessment to the rates for the relief of the poor of the property not included within the limits or operation of the said Act or Acts, as compared with the property which shall be included within such limits or operation.

And by the said Act or Acts, or some or one of them, it is also proposed to take powers to enable the commissioners to be appointed by or under the provisions of the said Act or Acts, or any of them, to make, erect, and construct gas-works and gasometers, with all necessary erections, works, and

apparatus, and to lay pipes and mains in the several streets, roads, alleys, and places within the limits aforesaid; and to supply the inhabitants thereof with gas, and to raise, levy, and collect rates or rents for the use of the gas to be supplied as aforesaid.

And by the said Act or Acts it is also proposed to take powers for establishing a market, and enabling the said commissioners to form and construct a market-place, to erect a market hall or halls and market-house, public office, or town-hall; to appoint places in which horses, cattle, meat, or other articles or things shall be sold and exposed for sale; and to collect and receive rates, tolls, and duties; and to make such bye-laws for the regulation of the markets as they shall deem necessary or expedient; and to erect weighing-machines. And by the said Act or Acts, or some or one of them, it is also proposed to take powers for establishing and licensing hackney-coaches or other carriages or means of conveyance, and for making and enforcing bye-laws for their regulation, and also for the regulation of bathing-machines and bathing on the sea shore; also for providing fire-engines and firemen, together with a supply of water, and paying the costs and expenses thereof; and also for the further and better regulation of houses licensed to sell ale, beer, spirituous and other excisable liquors, and houses licensed to sell beer by retail.

And it is also proposed by the said Act or Acts, or some or one of them, to take powers for enabling the said commissioners to establish a good and efficient night and day police force, and a police force for the better regulation and removal of projections and other obstructions, nuisances, and annoyances in the streets, roads, paths, ways, courts, passages, and other places within the limits aforesaid.

And by the said Act or Acts, or some or one of them, it is proposed to take the powers usually conferred for the compulsory purchase of houses and lands for all or any of the purposes aforesaid.

And by the said Act or Acts, or some or one of them, it is proposed to take powers for better supplying with water the inhabitants within the aforesaid limits of the said township of North Meols, and for such purpose to make and maintain reservoirs, aqueducts, and other works, and also to collect and obtain water from certain lands, brooks, streams, and springs within the said township of North Meols, in the parish of North Meols, in the said county, and to levy and collect rates or rents in respect of such supply of water; and it is intended to apply for the powers usually conferred for the compulsory purchase of the lands and houses to be described in the plans hereinafter mentioned, and to vary and extinguish all rights and privileges in any manner connected with the houses, lands, and waters proposed to be taken for the purposes last aforesaid. And notice is hereby also given, that duplicate plans and sections of the before-mentioned reservoirs, aqueducts, and other works, together with books of reference, 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 of Lancaster at Preston,

and on or before the thirty-first day of December next with the parish clerk of the said parish of North Meols.

And it is also proposed by the said Act or Acts, or some or one of them, to take powers for levying and collecting rates, tolls, or duties upon the owners, lessees, or occupiers of lands, tenements, or hereditaments within the limits aforesaid, and to insert therein all such other powers and provisions as may be considered desirable or expedient for all or any of the purposes aforesaid, and to extend, vary, or alter, under certain regulations, the aforesaid limits.

Dated this sixth day of November, 1845.

Woodcock, Part, and Scott, Solicitors, Wigan.

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 all the necessary powers for the establishment and maintenance of a market and market-place, with all proper roads, approaches, and conveniences in the borough of Wakefield, in the several townships of Wakefield, Alverthorpe-with-Thornes, and Stanley-cum-Wrenthorpe, all in the parish of Wakefield, in the West Riding of the county of York; and for the good government and regulation of the said market and market-place; and for taking tolls, or rates, or rents, for the use and occupation thereof; and for making regulations as to the placing and removing of carts, stalls, standings, and other causes of obstruction in the public streets, ways, and passages caused by the exposure of goods, wares, and merchandises, meat, fish, and other provisions offered for sale within the said borough.

And it is intended to apply for and obtain powers in the said Act or Acts to stop up, alter, and divert, whether temporarily or permanently, within the borough and townships aforesaid, to the extent shown on the plan, deposited as hereinafter mentioned, all such streets, roads, highways, drains, and pipes as it may be necessary to alter and divert for the purpose of making, maintaining, and regulating the said market and market-place.

And it is also intended by the said Act or Acts to take powers for the purchase, by compulsion or by agreement, of certain lands and houses, and other rights or property, for the purposes aforesaid; and also powers for the levying rates, tolls, and duties in respect of the use of the said proposed market and market-place, and to vary or extinguish all existing rights and privileges connected with the lands, and other rights or 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 also intended to take powers to purchase, take, and use, by compulsion or otherwise, certain houses, buildings, and other property, for the establishing and maintaining of a market and market-place, and for the good government and regulating of the said market, and for taking tolls, or rates, or rents, for the use and occupation thereof,

and for making regulations as to the placing and removing of carts, stalls, and other causes of obstructions in or upon the streets, highways, and other public passages and places, and also for the inspection of the slaughter-houses and the wholesomeness of the meat, fish, and other provisions to be offered for sale within the said borough.

And it is also intended to take powers to purchase the rights of Sackville Walter Lane Fox, esquire, or other the lord or lords of the manor of Wakefield aforesaid, to stallage, market tolls, the inspection of weights and measures and of public markets, and certain other manorial rights, within the borough and townships aforesaid; and also to purchase the public weigh-house belonging to the lord of the manor of Wakefield aforesaid.

And it is also intended to extinguish all exemptions from payment of tolls, rates, and duties, or any other rights or privileges connected with or appurtenant to the several messuages, tenements, or hereditaments, so to be taken or used as aforesaid, as may be contrary to or inconsistent with the said intended Act or Acts; and also to enfranchise such copyhold messuages, tenements, or hereditaments as may be purchased, taken, used, or acquired under the powers of the said intended Act or Acts, from all manorial or other rights and duties or incumbrances.

And notice is also hereby given, that a plan and duplicate of such plan of the said intended works and improvements (and showing the several lands, messuages, or hereditaments required for the purposes of the same), with a book of reference thereto, will, on or before the thirtieth day of November next, 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; and also that a duplicate of such plan, with a book of reference thereto, relating to the said parish of Wakefield aforesaid, will, on or before the thirty-first day of December next, be deposited with the Parish Clerk of Wakefield aforesaid.

Dated this twenty-ninth day of October, 1845.

Gregory, Faulkner, and Co., Agents for the Bill.

Somersetshire Midland 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 and conveniences connected therewith, commencing in the parish of Frome, otherwise Frome Selwood, in the county of Somerset, and there to form a junction with the proposed Wilts, Somerset, and Weymouth Railway, and terminating in the parish of Burnham, in the said county of Somerset, and there to form a junction with the Bristol and Exeter Railway, at or near the High-bridge station thereof, and passing in, from, through, or into the several parishes, townships, townlands, tithings, chapelries, hamlets, and extra-parochial or other places following, that is to say; Frome, otherwise Frome Selwood, East Woodlands, West Woodlands, Rodden, Marston Bigot, Nunney, Tru-

doxhill, Cloford, Leighton, Wanstrow, East Cranmore otherwise Cranmere, West Cranmore otherwise Cranmere, Doultling, Shepton Mallett, Pilton, Ham, Croscombe, Dinder, Saint Andrew Wells, the out-parish of Saint Cuthbert Wells, the in-parish of Saint Cuthbert Wells, Coxley, Polsham, Meare, the united parishes of Saint John the Baptist and Saint Benedict Glastonbury, Street, Walton, Ashcott, Butleigh, Shapwick, Moorlinch, Edington, Catcott, Chilton-super-Polden, Stawell, Sutton Mallett, Cossington, Woolavington, Puriton, Huntspill, Burnham, and Highbridge, or some or one of them, all in the said county of Somerset; and it is also intended, to take power by the said Act or Acts to make and maintain a branch railway with all proper works and conveniences connected therewith, extending from and out of the said intended main line of railway, and commencing in the parish of the united parishes of Saint John the Baptist and Saint Benedict Glastonbury, in the said county of Somerset, and terminating in the parishes of North Petherton and East Lyng, or one of them, in the said county of Somerset, and there to form a junction with the Bristol and Exeter Railway, and passing in, from, through, or into the several parishes, townships, townlands, tithings, chapelries, hamlets, and extra-parochial or other places following, that is to say; the united parishes of Saint John the Baptist and Saint Benedict Glastonbury, Street, Walton, Shapwick, Moorlinch, Edington, Catcott, Chilton-super-Polden, Stawell, Sutton Mallett, Cossington, Ashcott, Pedwell, Butleigh, Greinton, Aller, Middlezoy, Othery, Boroughbridge, Weston Zoyland, East Lyng, West Lyng, Stoke Saint Gregory, North Petherton, Saint Michael, Durston, and Banklands, or some or one of them, all in the said county of Somerset; and power is also proposed to be taken, by the said intended Act or Acts, to alter or divert all turnpike and other roads, railways, tramroads, canals, sewers, streams, and rivers within the said parishes, townships, townlands, tithings, chapelries, hamlets, extra-parochial and other places, or some of them, which it may be necessary or expedient to interfere with in the construction of the said intended railway, branch railway, and works, or any of them. And it is proposed, by the said Act or Acts, to incorporate a company for the purpose of executing the said proposed railway and branch railway, and works, and to take powers, by the said intended Act or Acts, to purchase lands, houses, and hereditaments necessary for the completion of the same, by compulsion or agreement; 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, vary, and take tolls, rates, and duties upon, or in respect of the said railway, branch railway, and works, and to confer, vary, or extinguish exemptions from the payment of the tolls, rates, and duties authorized to be taken under and by virtue of the said Act or Acts; and to confer upon the company to be incorporated by the said intended Act or Acts, other rights and privileges.

And notice is hereby given, that it is intended to take powers to enable the company, to be incor-

porated, by the said intended Act or Acts, to let on lease or sell the intended railway, branch railway, and works, or any of them, or any part thereof respectively, to any other railway company now incorporated, or to be incorporated, by Act of Parliament or otherwise; and also for purchasing or taking a lease or leases of any shares, rights or interests in any other railway or railways, or any part or parts thereof respectively, and also for amalgamating the said company, as to the whole or any part or parts of the said undertaking, together with any other railway or railways, or any part or parts thereof respectively or otherwise, with any other company or companies; and also for enabling any other company or companies, or any corporation or corporations, to take and hold shares, rights, and interests in the said undertaking.

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, branch railway, and works, and the situation of the lands, houses and hereditaments 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, houses, and hereditaments respectively, will be deposited, for public inspection, with the Clerk of the Peace for the county of Somerset, at his office at Taunton in the county of Somerset; and that copies of so much of the said plans, sections, and book of reference as relates to each of 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 or December next, with the parish clerk of each of such parish, at his residence.

Dated this first day of November, 1845.

Dalton Haskoll Serrell, Solicitor to the Company, 3, South-square, Gray's Inn, London.

Macclesfield and Lichfield, or Churnet and Blythe, 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 hereinafter mentioned, or some part or parts thereof, together with all proper works, stations, communications, approaches, and conveniences connected therewith, (that is to say), a railway commencing by a junction with the Macclesfield Branch of the Manchester and Birmingham Railway, near to the town of Macclesfield in the township of Titherington otherwise Tytherington, in the parish of Prestbury, in the county of Chester, and terminating in the hamlet or township of Streethay, in the parish of Saint Michael otherwise Saint Michael Lichfield, in the county of Stafford, and there to form a junction with the Trent Valley Railway, and with any other railway or railways which may be

made in, through, or into the said hamlet or township of Streethay, some or one of them, which said railway, and other works connected therewith, will pass from, in, through, or into, or be situate within the several townships, parishes, and extra-parochial and other places following, that is to say:—Titherington otherwise Tytherington Upton Macclesfield the Town Field Macclesfield Town Field Hurdsfield Sutton Bosley otherwise Bosely otherwise Bosley and Lea otherwise Lea Bosley Buglawton Congleton Astbury North Rode Winkle Borough of Macclesfield Prestbury and Gawsworth or some of them in the county of Chester: Heaton Stanley Endon Rushton Rushton Spencer Rushton James Rushton Marsh Rushton Middle Meerbrook Rudyerd otherwise Rudyard Rudyerd and Caudery Cloud Wood Leek Frith Tittesworth Westwood Harracles Pool End Whites Bridge Longsden otherwise Longsdon Bradnop Onecote Sury Leek Saint Luke's Leek Leek and Lowe Lowe otherwise Leek Lowe Horton Hay Blackwood Crowborough Horton Basford Old Basford New Basford Basford Green Ashcombe Felthouse Woodlands Consall otherwise Cunsall Rownall Foxt Morridge with Foxt Cheddleton Belmont Frogghall Mosslee Hollins Ipstones Whiston Eaves Whiston Hazles Hazles Cross Kingsley Holt Bank Top Kingsley Cheadle Grange or Hounds Cheadle Above Park Huntley Tenford Dilhorne Cheadle Draycott-in-the-Moors otherwise Draycott-en-le-Moors Upper Tean otherwise Over Tean Lower Tean otherwise Nether Tean Heybridge Checkley Dodsley Nobut Upper Nobut Lower Nobut Middleton Green Withington Field Fole Leigh Church Leigh Upper Leigh Lower Leigh Leigh and Checkley Bramshall otherwise Bromshall Gratwich Loxley Uttoxeter Blithe Bridge Upper Callow Hill Lower Callow Hill Kingston or Kingstone Chartley, Chartley Lodge Chartley Holme Grindley Drinton Stowe Stowe and Colwich Blithfield Blithfield Moreton Admaston Newton Blithfield with Newton Bold otherwise Booth Booth Abbots Bromley Bromley Hurst Bagots Bromley Lee Lane Abbots Bromley Colton Newland Colton Colwich Blithbury Hill Ridware Nethertown Mavesyn Ridware Hamstall Ridware Pipe Ridware Yoxall Morrey Bromley Regis or King's Bromley Fradley Orgreave Alrewas Alrewas Hay Alrewas Hay Farm Curborough Elmhurst Curborough with Elmhurst Farewell Chorley Farewell with Chorley Fulfen Streethay Whittington Whittington Hurst Saint Mary otherwise Saint Mary Lichfield Stowe Saint Chad otherwise Stowe Lichfield Saint Michael otherwise Saint Michael Lichfield Fisherwick Freeford Haseor Burnt Wood Edgehill otherwise Edjall Woodhouse Pipe Hill the Close of the Cathedral Church of Lichfield and Wall or some of them in the county of Stafford Lichfield The Close of the Cathedral Church of Lichfield Saint Mary Saint Chad otherwise Stowe Saint Michael otherwise Saint Michael Lichfield Pipe Hill and The Friary some or one of them in the city and county of the city of Lichfield.

And notice is also hereby given, that it is intended to apply for powers to make lateral deviations from the lines of the proposed works to the

extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up all such turnpike roads, parish roads and other highways, streams, watercourses, sewers, drains, canals, navigations, railways, and tram roads temporarily or permanently within the said parishes, townships, chapelries, hamlets, extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

And notice is hereby 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 compulsory purchase of lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid; and also to levy tolls, rates, or duties upon or in respect of the said 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 also for power to purchase or rent, work, and use the branch railway to Macclesfield of the Manchester and Birmingham Railway, constructed or about to be constructed, under the powers contained in an Act of Parliament made and passed in the seventh year of the reign of Her 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," or of any other Act therein recited or referred to, and for such purposes to repeal, alter, or vary all or any of the several Acts of Parliament, made and passed in the seventh year of the reign of His late Majesty King William the Fourth; the first year of the reign of Her present Majesty; the second and third years of the reign of Her present Majesty; and the seventh year of the reign of Her present Majesty, authorizing the construction of the said Manchester and Birmingham Railway, and the branches therefrom respectively, or any of them, and the works, quarries, hereditaments, and privileges belonging thereto, or any other railway or intended railway, and to exercise all the powers given by the Act or Acts of Parliament authorizing such railways, and for enlarging and amending such powers: and also to authorize and empower the Manchester and Birmingham Railway Company, or any other railway company to be named in the said Act or Acts, to sell, assign, transfer, or lease their said branch railway, works, quarries, powers, or privileges, and all their stations, engines, plant, and other property to the company sought to be incorporated by the proposed Act or Acts.

And it is intended by the said Act or Acts to carry into effect, and to confirm any agreements or arrangements made or hereafter to be made for amalgamating the said proposed railway or railways and works with the said Manchester and Birmingham Railway, or with the Grand Junction Railway, or with the Trent Valley Railway, or with

the intended Birmingham, Lichfield, and Manchester Railway, or with the London and Birmingham Railway, or any of them; so that the said proposed railway and works, and the said several railways, or any one or more of them, with which the said proposed railway may become amalgamated or incorporated, may be and become one united property, to be vested in and managed by one company or otherwise: and also to enable such several companies, or any or either of them, to take shares in and subscribe to the said undertaking.

And it is further intended, by the said Act or Acts, to enable the company, to be incorporated as aforesaid, to sell or lease the said lines of railway or any of them, or such amalgamated railway or any part thereof respectively, to any one or more of the said several railway companies, or any other existing company, and to enable the said several companies, some one or more of them, to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act or Acts in connection therewith, and to enter into such arrangements as to the said companies respectively may seem expedient.

And notice is hereby given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said proposed railway and works, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, from, in, through, or into which the same railway is intended to be made, will be deposited for public inspection with the Clerk of the Peace of the county of Chester, at his office at Chester, and with the Clerk of the Peace of the county of Stafford, at his office at Stafford, and with the Clerk of the Peace of the city and county of the city of Lichfield, at his office at Lichfield; 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 and works are intended to be made, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such parish, at his place of abode.

Dated the fifth day of November, 1845.

*Gregory, Faulkner, Gregory and
Shirrow, Bedford Row, London;* Solicitors for
William Challinor, Leek. the said Act
or Acts.

Birmingham, Wolverhampton, and Stour Valley
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 and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, together with proper works and conveniences connected therewith, and approaches thereto; (that is to say), a railway commencing by a junction with the London and Birmingham Railway, in the parish of Aston-

juxta-Birmingham, in the county of Warwick, and terminating by a junction with the Grand Junction Railway, in the parish of Bushbury, in the county of Stafford, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of Aston-juxta-Birmingham, Duddeston, Nechells, Duddeston cum Nechells, Aston Manor, Saint James Aston, Saint Matthew Aston, Birmingham, Saint Martin Birmingham, Saint Philip Birmingham, Saint Thomas Birmingham, Saint George Birmingham, Saint Luke Birmingham, Saint Stephen Birmingham, Saint Mark Birmingham, and All Saints Birmingham, and Nineveh, or some of them, in the county of Warwick; Handsworth, Saint Mary Handsworth, Saint James Handsworth, Nineveh, Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, West Bromwich, Christ Church and Holy Trinity in West Bromwich, Spon Lane, Bromford, Saint James West Bromwich, All Saints West Bromwich, The Brades, Tividale, Rowley, Rowley Regis, Rowley Somery, Rowley Upper Side, Rowley Lower Side, Clent, Tipton, Tibbington, Saint Paul and Saint Martin in Tipton, Ocker Hill, Dudley Port, Horseley Heath, Tipton Green, Bloomfield, Sedgley, Ettingshall, the Holy Trinity Ettingshall, Coseley, Gornall, Upper Gornall, Lower Gornall, All Saints in Sedgley, Lady Moor, Sedgley Township, Rounds Hill, Fullwoods End, Deepfields, Hail Fields, Mill Fields, Catchems Corner, Parkfields, Woodsetton, Brierly, Wolverhampton, Saint Paul, Saint James, Saint Mary, Saint Peter, Saint George, Saint John, all in Wolverhampton, Wolverhampton borough, Wolverhampton township, Wednesfield, Bilston Saint Leonard and Saint Mary in Bilston and Bushbury, or some of them, in the county of Stafford; and Clent Halesowen, Oldbury, and Saint Nicholas Oldbury, or some or one of them, in the county of Worcester; with an alternative line of railway, commencing at a point at or near Winson Green, in the parish of Birmingham aforesaid, and terminating at or near a bridge called Union Bridge, in the parish of West Bromwich aforesaid, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Birmingham, Saint Martin Birmingham, All Saints Birmingham and Nineveh, or some or one of them, in the county of Warwick, Nineveh, Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, West Bromwich, Spon Lane, Christ Church and Holy Trinity in West Bromwich, and Bromford, or some of them, in the county of Stafford; and Halesowen Oldbury, and Saint Nicholas Oldbury, or some of them, in the county of Worcester.

And also a railway commencing by a junction with the said intended railway, in the township of Oldbury, in the said parish of Halesowen, in the county of Worcester, and terminating near the town of Dudley, in the parish of Dudley, in the said county of Worcester, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places, of West Bromwich,

Christ Church West Bromwich, The Brades, Tivdale, Burnt Tree, Rowley, Rowley Regis, Rowley Somery, Tipton, Tibbington, Dudley Castle and Grounds, or some of them, in the county of Stafford; and Halesowen, Oldbury, Saint Nicholas Oldbury, Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, and Saint Thomas Dudley, Dudley Castle and Grounds, or some of them, in the county of Worcester.

And also a railway commencing by a junction with the said first-mentioned intended railway, in the said parish of Harborne, in the county of Stafford, and terminating by a junction with the first-mentioned intended railway, in the said parish of Wolverhampton, in the county of Stafford, and passing from, in, through, or into the several parishes, townships, extra-parochial, and other places of Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Holy Trinity Smethwick, Saint Peter Harborne, West Bromwich, Spon Lane, Christ Church and Holy Trinity in West Bromwich, Hill Top, All Saints and Saint James in West Bromwich, Wednesbury, Saint Bartholomew Wednesbury, Old Field, Lea Brook, Monway, Broadwaters, Moxley, Bradley, Bradley Manor, Lower Bradley, Upper Bradley, Darlaston, Sedgley, Ettingshall, the Holy Trinity Ettingshall, Sedgley Upper Side, Sedgley Lower Side, Brierly, Wolverhampton, Willenhall, Wednesfield, Bilston and Priestfields, or some of them, in the said county of Stafford.

And also another main line of railway commencing by a junction with the said first-mentioned intended railway, in the said parish of Harborne, in the county of Stafford, and terminating at or near the town of Stourport, in the parish of Kidderminster, in the county of Worcester, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Harborne, North Harborne, Trinity North Harborne, Smethwick, Trinity Smethwick, Saint Peter Harborne, West Bromwich, Christ Church and Trinity in West Bromwich, Rowley, Rowley Regis, Rowley Regis Overside, Rowley Regis Lowerside, Rowley Somery, Saint Luke's and Reddall Hill, or some of them, in the said county of Stafford; Halesowen, Warley, Warley Salop, Warley Wigorn, Ridgeacre, Cakemoor, Tittford, Langley, Langley Green, Oldbury, Oldbury Walloxhall, Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, Saint Thomas Dudley, Dudley Castle and grounds, Netherton, Saint Andrew Netherton, Cradley, and Saint Mary Cradley, or some of them, in the county of Worcester; Dudley Castle and grounds, Bromford, Tittford, White Heath, Black Heath, Nether End, Cradley, Old Swinford, Kingswinford, Wordesley, The Holy Trinity Wordesley, Saint Mary Kingswinford, Brierly, Brierly Hill, Saint Michael's Brierly Hill, Brockmoor, Saint John Brockmoor, Quarry Bank, Christ Church Quarry Bank, Barrow Hill, Amblecote, The Holy Trinity Amblecote, Kinver, Dunsley, Whittington and Iverley, or some of them, in the county of Stafford; Old Swinford, Stourbridge, Wollaston, Upper Swinford, Lower Swinford, The Lye, Christchurch-in-the-Lye, Wollescote, Wollaston, Wolver-

ley, Cookley, Cornsall, Kidderminster, Kidderminster borough, Kidderminster Foreign, Saint George Kidderminster, Saint Mary Kidderminster, Blakebrook, Saint John Blakebrook, Churchill, Habberley, Lower Mitton, Saint Michael Lower Mitton, Stourport, Lincomb, Tittton, Burlish, Oldington, Wilden, Aggborough, Hurcott, Comberton, Franche, Puxton, Hartlebury, Upper Mitton, Stone, Shenstone and the Hoo, or some of them, in the county of Worcester.

And also a branch railway or branch railways, commencing by two junctions with the said first-mentioned intended line of railway, one thereof being in the parish of West Bromwich, in the county of Stafford, and the other being in the township of Oldbury, in the parish of Halesowen, in the county of Worcester (uniting into one line in the said township of Oldbury), and thence proceeding to and terminating at and by a junction with the last-mentioned intended line of railway in the parish of Halesowen, in the county of Worcester, and passing from, in, through, or into the several parishes, townships, extra-parochial and other places of West Bromwich, Christ Church West Bromwich, Bromford, Rowley, Rowley Regis, Rowley Somery, Saint Luke's, Reddall Hill, Nether End, Cradley, Saint Mary Cradley, Black Heath and White Heath, or some of them, in the county of Stafford; and Cradley, Saint Mary Cradley, Halesowen, Warley, Warley Wigorn, Warley Salop, the Hill, Ridgeacre, Cakemoor, Oldbury, and Tittford, or some of them, in the county of Worcester.

And also another branch railway, commencing by a junction with the said last-mentioned intended main line of railway, in the parish of Rowley otherwise Rowley Regis, in the county of Stafford, and terminating near the town of Halesowen, in the parish of Halesowen, in the county of Worcester, and passing from, through, or into the several parishes, townships, extra-parochial and other places of Rowley, Rowley Regis, and Rowley Somery, or some or one of them, in the county of Stafford; and Hawn, the Hill, Ridgeacre, Cakemoor, Halesowen, and the borough of Halesowen, or some of them, in the county of Worcester.

And also another branch railway, commencing by a junction with the said last-mentioned intended line of railway, in the parish of Rowley Regis, in the county of Stafford, and terminating in the parish of Dudley, in the county of Worcester, and passing from, in, through, or into the several parishes, townships, and extra-parochial and other places of Rowley, Rowley Regis, Rowley Somery, Kingswinford, Old Swinford, and Amblecote, or some of them, in the county of Stafford; Oldswinford, Cradley, the Lye, Christ Church the Lye, Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, and Saint Thomas Dudley, Bumble Hole, Netherton, and Saint Andrew Netherton, or some of them, in the county of Worcester.

And also another branch railway, commencing by a junction with the said last-mentioned intended main line of railway, in the parish of Rowley otherwise Rowley Regis, in the county of Stafford, and terminating in the parish of Dudley, in the county of Worcester; and passing from, in, through, or into

the several parishes, townships, and extra-parochial and other places of Rowley, Rowley Regis, Rowley Somery, the Level, and Kingswinford, or some of them, in the county of Stafford; and Dudley, Saint James Dudley, Saint John Dudley, Saint Edmund Dudley, and Saint Thomas Dudley, Netherton, and Saint Andrew Netherton, or some of them, in the county of Worcester.

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

And it is also intended by such Act or Acts to incorporate a company or companies for the purpose of carrying the said intended undertaking, or some part or parts thereof, into effect, and to take powers for the purchase of lands and buildings by compulsion or agreement for the purposes thereof, and for levying tolls, rates, and duties in respect of the use of the said railways and branches, 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 vary or extinguish all existing rights or privileges in any manner connected with the lands or buildings so proposed to be purchased or taken, or 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 such Act or Acts to enable the company or companies thereby to be incorporated, to sell or let and transfer the said intended railways, branch railways, and works, or any of them, or any part thereof, and all or any powers of such company or companies in connexion therewith, or in relation thereto, to the London and Birmingham Railway Company, and to enable the said last-mentioned company to purchase, rent, or take the said intended railways, branch railways, and works, or any of them, or any part thereof, and to exercise such powers, or any of them.

And it is also proposed by the said Act or Acts, to enable the company of proprietors of the Birmingham Canal Navigations to enter into such arrangements with the London and Birmingham Railway Company as to the said companies respectively may seem meet, with reference to the said navigations, or the sale, letting, or working the same or otherwise, and also with the said London and Birmingham Railway Company, and the proposed Shrewsbury and Birmingham Railway Company, and with other persons, as to the making, maintaining, working, managing, and using the said railways, branch railways and works, or any of them, or any part or parts thereof as they may deem expedient; and to enable the said Birmingham Canal Company to subscribe and raise funds for all or any of the purposes aforesaid; and for those purposes to alter, amend, and enlarge the powers and provisions of

the several Acts relating to the Birmingham Canal Navigations, passed in the fifth year of the reign of His late Majesty King William the Fourth, in the second and third years, two Acts in the third year, and another Act in the seventh year of the reign of Her present Majesty Queen Victoria.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railways, branch railways, and works, of the lands proposed to be taken for the purposes thereof, together with books of reference to such maps or 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 following Clerks of the Peace respectively; that is to say, with the Clerk of the Peace for the county of Warwick, at his office in Stratford-on-Avon, in the county of Warwick; 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 Worcester, at his office in Worcester: and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the several parishes in or through which the said intended railways, branches, and works 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 the first day of November, 1845.

Ingleby, Wragge, and Cope, Birmingham,
Samuel Carter, Birmingham, Solicitors.

London and Birmingham Railway.

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 alter, amend, and enlarge some of the powers and provisions contained in the several Acts relating to the London and Birmingham Railway Company, passed respectively in the third and in the fifth and sixth years of the reign of His late Majesty King William the Fourth, and in the first, the second, and third, and in the fifth and sixth and seventh years of the reign of Her present Majesty.

And it is proposed by such intended Acts, or some or one of them, to authorize the said company to purchase the Aylesbury Railway, with all the lands, powers, privileges and property of the Aylesbury Railway Company in connection therewith. And it is further intended to authorize the said London and Birmingham Railway Company to purchase or take on lease the several railways or intended railways, and works next hereinafter mentioned, or some of them, or some part or parts thereof, and all or any powers or privileges in relation thereto, which may be granted or conferred by any Act or Acts to be passed in the next session of Parliament, and to use, exercise, and enjoy such powers and privileges, and to raise and contribute funds towards the execution of the said railways or intended railways respectively or some of them, or

some parts thereof respectively, that is to say:— Three several railways, proposed to be called the Warwickshire and London Railway, that is to say, a railway from the London and Birmingham Railway at Hampton in Arden in the county of Warwick, to Ashchurch in the county of Gloucester, another railway from Hampton in Arden aforesaid, to Banbury in the county of Oxford, and another railway from the city of Worcester to the said London and Birmingham Railway at Weedon in the county of Northampton. Also three several railways proposed to be called the Buckinghamshire Railway, that is to say, a railway from the London and Birmingham Railway at or near Harrow in the county of Middlesex, to Aylesbury in the county of Buckingham, and another Railway from the said London and Birmingham Railway in the parish of Aldbury in the county of Hertford to Banbury aforesaid, and another railway from the said London and Birmingham Railway in the parish of Bletchley in the county of Buckingham, to or near to the city of Oxford. Also a railway from the London and Birmingham Railway at or near Rugby, in the county of Warwick, to the town of Warwick. A railway from the London and Birmingham Railway in the parish of Gayton, in the county of Northampton to Banbury aforesaid; and another railway from the town of Northampton to Cheltenham in the county of Gloucester. Also certain branch railways from the Chester and Holyhead Railway. A railway from Shrewsbury to Birmingham. And also a certain branch railway from the line of the Trent Valley Railway, to join the Birmingham and Derby line of the Midland Railway, in the parish of Tatenhill, in the county of Stafford.

And it is also proposed by the said Act or Acts, or some of them, to enable the said London and Birmingham Railway Company to enter into such arrangements with the company of proprietors of the Birmingham Canal Navigation, and the Dudley Canal Navigation, or either of them, as to the said companies respectively may seem meet, with reference to the said navigations, or the purchase, renting, or working the same, or otherwise, or the formation of a railway or railways in connection therewith, or on the lands of the said company of proprietors; and to enable the said London and Birmingham Railway Company to undertake the formation of such railway or railways, and to raise funds for all or any of the purposes aforesaid.

And it is also proposed by such intended Act or Acts, to authorize and empower the said London and Birmingham Railway Company, either alone or jointly, with some other company or companies, or persons, to undertake the construction of the several railways and works hereinafter mentioned or some of them—that is to say, a railway, or railways, from Birmingham to Wolverhampton and Stourport. An extension of the London and Birmingham Railway at Birmingham, and an enlargement of the depôts or stations of the said company there, and also at Coventry and Rugby, and at Camden Town and Euston Square. A railway from the London and Birmingham Railway at Coventry to Nuneaton in the county of Warwick. An extension of the

Coventry, Warwick, and Leamington Railway, into the town of Leamington, and the conversion of the Coventry and Warwick and Leamington Railway into a double line of railway. A railway from the London and Birmingham Railway at Rugby aforesaid, to, or near to the town of Stamford. A railway from the London and Birmingham Railway at Weedon aforesaid, to Northampton. A railway from the London and Birmingham Railway at Gayton aforesaid to Banbury aforesaid. A railway from the London and Birmingham Railway at Wolverton in the county of Buckingham, through or near to Newport Pagnell, in the said county, and to join the Bedford and London and Birmingham Railway. A railway from the London and Birmingham Railway at Watford in the county of Herts, to St. Albans in the same county, and to Dunstable and Luton in the county of Bedford. A railway in extension of the West London Railway, to the river Thames in the parish of Fulham in the county of Middlesex, and certain alterations of the said West London Railway. A railway in extension of the said London and Birmingham Railway from the station thereof at Camden Town aforesaid, to Farringdon Street in the city of London. And it is also proposed by such Act or Acts to enable the said London and Birmingham Railway Company to raise such additional capital as may be necessary for all or any of the purposes aforesaid, and also to amalgamate with the Grand Junction and Manchester and Birmingham Railway Companies, or either of them, and with any other company or companies with which they the said last-mentioned companies or either of them may become amalgamated in the next session of Parliament.

Dated the sixth day of November, 1845.

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

Rugby, Derby, and Manchester 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 and necessary works, and conveniences connected therewith, to commence by a junction with the line of the London and Birmingham Railway, at a point of intersection with the same railway, at or near the town of Rugby, in the parish of Rugby, in the county of Warwick, and to terminate at or near the town of Macclesfield, in the county palatine of Chester, by a junction with the line of the Macclesfield branch of the Manchester and Birmingham Railway, at a point of intersection with the same railway, in the township of Titherinton otherwise Tytherinton, in the parish of Prestbury, in the said county of Chester, or at or near the Cockshot station of the same branch railway, in the township and borough of Macclesfield, in the parish of Prestbury, in the said county

of Chester, 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,—Rugby, Bilton, Newbold upon Avon, Little Harborough, Little Lawford, Long Lawford, Cosford, Clifton, Brownsover, Harborough Magna, Churchover, Monks Kirby, Easenhall, Pailton otherwise Palton, Newbold Revel, Stretton under Fosse, Cesterover, Street Ashton, Newnham, Paddox, Muswell Leys, Great Copston otherwise Copston Magna, Breckhurst, Street Fields, Willy or Willey, Wibtoft, Witheybrook, Little Copston otherwise Copston, Parva, Copston Lodge, Wolvey, Burton Hastings, Stretton, Baskerville, Hyde's Pastures, Hunningham otherwise Honingham, or some of them, in the said county of Warwick; Wibtoft, Claybrooke, Great Claybrooke, Little Claybrooke, Little Wigston or Wigston Parva, Sharnford, Smockington, Asten Parva, Burbach, Wolvey, Slopston Parva, Burbage otherwise Burbach, Aston Plainville, Sketchley, Hinckley Hinckley Bond, Dadlington, Stoke Golding, Wykin, Hyde's Pastures, Hunningham otherwise Honingham, Barwell, Stapleton, Higham on the Hill, Rowden, Market-Bosworth, Sutton Cheney otherwise Sutton Chlainell, Sutton Ambier, Shenton, Coton, Near Coton, Far Coton, Carlton, Barleston, Osbaston, Barton in the Beans, Cadeby, Sibson, Upton, Wellsborough otherwise Whellsborough, Temple Hall, Norton juxta Twycross, Bilston, Nailstone, Normanton en le Heath, Congerstone, Shackerstone, Odstone otherwise Odstone on the Hill, Gopeshille otherwise Gopsal, Snarestone, Sweepstone with Newton otherwise Sweepstone, Newton Burgoland, Newton, Nethercote, Heather, Ravenstone, Ibstock, Measham, Packington, Snibstone, Ashby de la Zouch, The Altens otherwise Alten Grange, Coleorton, Overtown Saucey otherwise Orton Saucey, Nethertown, Quartermash otherwise Orton Quarter Marsh, Blackfordby, Heath End, Breedon otherwise Breedon on the Hill, Worthington, Newbold, Newbold in Worthington, Staunton Harold, Lount, Tonge, Wilson, or some of them, in the county of Leicester; Measham, Packington, Willesley, Snibstone, Ravenstone, Wilson, Smisby otherwise Smithsby, Repton otherwise Repeatington, South Wood, Repton otherwise Repton Priory, Ticknall, Caika otherwise Caulk, Melbourne otherwise Melburn, Derby Hills, King's Newton, Foremark, Ingleby, Stanton by Bridge, Swarkestone, Barrow upon Trent, Twyford and Stenson, Barrow, Sinfin, Arleston, Sinfin with Arleston, Weston upon Trent, Aston upon Trent, Chellaston, Sinfin Moor, Alvas-ton, Boulton, Osmaston near Derby, Normanton, Litchurch, Derby, Saint Peter Derby, Saint Werburgh, All Saints, Saint Michael and Saint Alkmund Derby, Darley near Derby, Darley Abbey otherwise Little Darley, Little Chester, Allestrey otherwise Allestree, Mickleover, Littleover, Radbourne, Makworth, Markeaton, Kedleston, Kirk Langley, Maynell Langley, Mugginton, Mercaston, Brailsford, Ednaston, Shirley, Yeaveley, Stydd, Edlaston, Wyaston, Edlaston with Wyaston, Long-

ford, Alkmonton, Hollington, Hungry Bentley, Rodsley, Butterton, Calton, Hulland, Hulland Ward, Hulland Ward Intacks, Bradley, Osmaston near Ashbourne, Yeldersley, Sturston, Clifton, Compton, Clifton and Compton, Ashbourne, Offcoat and Underwood, Mayfield otherwise Mathfield, Mappleton, Fenny Bentley, Thorpe, Eaton and Alsop, Alsop-en-le-Dale, Tissington, Broadlow Ash, or some of them, in the county of Derby; Butterten, Mayfield otherwise Mathfield, Okeover, Woodhouses, Blore, Swinscoe, Ilam, Castern, Throwley, Musden otherwise Musden Grange, Croxden, Great Yate, Calton, Waterfall, Waterhouses, Winkill, Caldou otherwise Cauldon, Alton otherwise Alverton, Cotton, Grindon, Onecote otherwise Onecoat, Ipstones, Foxt, Morridge and Foxt, Bradnop, Leek, St. Luke's Leek, Leek and Lowe, Lowe otherwise Leek Lowe, Wustwood Longdon, Longsden otherwise Longsden, Leek Frith, Rudyerd otherwise Rudyard, Rudyard and Caudery, Hencote, Endon, Stanley, Crowborough, Blackwood, Horton and Horton Hay, Heaton, Cloudwood, Rushton Spencer, Rushton James, Rushton Marsh, Rushton Middle Rushton, Meerbrook, Sury and Meerbrook, Tittesworth otherwise Tittisworth, Lymford, Biddulph, or some of them, in the county of Stafford; Big Fenton, Bug Lawton otherwise Lawton, Astbury, Morton-cum-Alcumlow, Moreton, Newport, Newbold, Dane-en-Shaw, Smallwood, Congleton, High Lane, Mottram Andrew otherwise Mottram Saint Andrew, Butley, Butley-cum-Newton, Newton, Bordesley and Bosley otherwise Boseley, Bosley and Lea otherwise Lea Bosley, North Rode, Wincle otherwise Winkle, Gawsworth, Sutton otherwise Higher Sutton, Macclesfield, Upton, Hurdfield, Fallibroome otherwise Fallybroome, Titherington otherwise Tytherington, Prestbury, or some of them, in the county of Chester; and also to form and construct a branch railway with all necessary and proper works and conveniences connected therewith, commencing from and out of the said intended main railway, at or near the township of Markeaton, in the parish of Mackworth aforesaid, and terminating by a junction with that part of the Midland railways now or lately called the North Midland Railway, situate at or near Derby, in the parish of Saint Alkmund Derby, in the said county of Derby, which last-mentioned branch railway and works connected therewith are intended to pass from, through, or into, and to be situate in the several parishes, townships, and extra-parochial and other places of Mackworth, Kedleston, Markeaton, Quarndon, otherwise Quarne, Allestry otherwise Allestree, Burley, Duffield, Darley Abbey, Little Eaton, Breadsall, Little Chester, Chaddesden, Derby, Saint Werburgh Derby, Saint Alkmund Derby, All Saints Derby, Saint Michael Derby, Saint Peter Derby, and Litchurch, or some of them, in the said county of Derby.

And also a branch railway from and out of the said intended main railway, commencing at or near Sinfin Moor, in the several parishes, townships, liberties, or chapelries of Chellaston, Swarkestone, Osmaston, Normanton, Barrow-upon-Trent, Alvas-ton, Boulton, Twyford-with-Stenson, Sinfin-with-

Arleston, and Arleston-with-Sinfin, or some of them, in the county of Derby, and terminating by a junction with the Birmingham and Derby Junction Railway at or near or in the township of Litchurch, and parish of Saint Peter, Derby, or one of them, in the said county of Derby; which last-mentioned branch railway and works connected therewith are intended to pass from, through, or into, and to be situate in the several parishes, townships, and extra-parochial and other places of Sinfin Moor, Chellastone, Swarkestone, Osmaston, Normanton, Barrow-upon-Trent, Alvaston, Boulton, Twyford-with-Stenson, Sinfin-with-Arleston, Arleston-with-Sinfin, Litchurch, Saint Peter Derby, Saint Werburgh Derby, and Derby, or some of them, in the said county of Derby.

And notice is hereby further given, that duplicate maps or plans and sections describing the lines or situation and levels of the said intended railway, branch railways, and works respectively, and 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 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 Warwick, at his office in Stratford-upon-Avon, in the same county of Warwick; with the Clerk of the Peace for the county of Leicester, at his office in Leicester, in the same county of Leicester; with the Clerk of the Peace for the county of Derby, at his office in Chesterfield, in the same county of Derby; with the Clerk of the Peace for the county of Stafford, at his office in Stafford, in the same county of Stafford; and with the Clerk of the Peace for the county of Chester, at his office in Chester, in the same county of Chester: And that a copy of so much of the said maps and plans and sections as relates to each of the parishes in, from, through, or into which the said intended railway, branch railways, and other works connected therewith respectively are intended to be made, together with a book of reference thereto, will be deposited, on or before the thirty-first day of December next, with the parish clerk of such parishes respectively, at their respective places of abode.

And notice is hereby further given, that powers are intended to be taken in and by the said Act or Acts to deviate, in the construction of the said proposed railway, branch railways, and works connected therewith respectively, to such extent as will be shown or defined in the said maps or plans, and to adopt, use, cross, divert, alter, or stop up, either permanently or temporarily, all such turnpike roads, parish roads, highways, and other roads, railways, passages, canals, navigations, rivers, streams, brooks, and water-courses within the several parishes, townships, and extra-parochial and other places aforesaid, as it may be necessary to adopt, use, cross, divert, alter, or stop up for the purposes of constructing the said proposed railway, branch railways, and works connected therewith respectively.

And notice is hereby further given, that it is intended in and by the said Act or Acts to incor-

porate a company for the purpose of carrying into effect the said undertaking or undertakings, or some of them, or some part or parts thereof, with full power to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes aforesaid; and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments: and for levying of tolls, rates, and duties for and in respect of the use of the said proposed railway, branch railways, and works connected therewith respectively, and to grant certain exceptions from such tolls, rates, and duties.

And it is also proposed by the said Act or Acts to empower the said company or companies to be thereby incorporated, to purchase or rent on lease any existing railway or railways, or any part or parts thereof; and to let or lease, sell, or transfer the said intended railway or branch 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 railway or branch 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 Act or Acts; 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 to or for or towards the making, maintaining, working, and using the said intended railway, branch 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 said company to be incorporated by the said Act or Acts such rent or profits upon their outlay as may be agreed upon; and also to enable all or any of the said companies, or other persons hereinbefore referred to, to enter into and carry into effect such further and other arrangements and agreements, either jointly or severally, with the company intended to be incorporated as aforesaid, or with any other parties in relation to the said intended railway and branch railways, or any part thereof, and for conducting and carrying on the traffic upon the said intended railway and upon other railways connected therewith, and the apportionment of the tolls, rates, and fares thereof respectively, as may be deemed expedient.

Dated this eighth day of November, 1845.

Humphrys, Keightley, and Parkin, Solicitors,
43, Chancery-lane, London.

T. G. Brewer, Solicitor, 13, Gray's Inn-square, London.

The Leeds, Wakefield, and Midland Junction Railway, formerly called the Wakefield and Harrogate 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 main-

tain a railway or railways, with all proper stations, works, and conveniences connected therewith, to commence by a junction with the Midland Railway, at or near the point where the said Midland Railway crosses the Leeds and Wakefield turnpike road, in the parish of Rothwell, in the West Riding of the county of York, and terminating at or by a junction with the said Midland Railway, at or near the Chevet tunnel, in the township of Walton, in the parish of Sandal Magna, in the said West Riding, which said intended railway or railways is or are intended to pass from, in, through, or into the several parishes, townships, hamlets, townlands, extra-parochial, and other places following, (that is to say,) Walton, Sandal Magna otherwise Sandall, Crofton, Royston, Chevet, Warmfield, Warmfield-cum-Heath, Heath, Agbrigg, Wakefield, Alverthorpe Thornes, Alverthorpe-with-Thornes, Stanley-cum-Wrenthorpe, Stanley, Wrenthorpe, Newton, Lofthouse, Lofthouse Gate, Lofthouse-cum-Carlton, Carlton, Rothwell, Ouzlewell, Green, Thorpe-on-the-Hill otherwise Thorpe, Middleton-cum-Thorpe, Middleton, Oulton-cum-Woodlesford, Oulton, Woodlesford, Rhodes Green otherwise Royds Green, Rothwell-Haigh, Haigh, Hunslet, and Leeds, or some of them, all in the West Riding of the said county of York.

And notice is further given, that it is also intended to apply for powers to be granted by the said Act or Acts, to authorise the deviating from the line of the said intended railway or railways, as laid down in the plans hereinafter mentioned, and to authorise the making of lateral deviations from the line of the said railway or railways, and other works, to the extent or within the limits defined or shown in the plans hereinafter mentioned.

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

And it is further intended to apply for powers by the said Act or Acts, to enable the company so to be incorporated as aforesaid, to sell or let and transfer the said intended railway or railways, and works, or any part or parts thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the Midland Railway Company, or to any other company or companies, and to enable the said Midland Railway Company, or any other company or companies, 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 or railways 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 or parts 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 to enter into and carry into effect generally 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 or railways and works, or any part thereof, as may be mutually agreed on between the said Midland Railway Company, or any other company or companies, or any of them, and the company which may be so incorporated as hereinbefore mentioned, and for such purpose it is proposed to repeal, alter, amend, extend, and enlarge the powers and provisions of an Act of Parliament made and passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways," and of the several Acts made and passed in the last session of Parliament, or any parts thereof, as may be necessary or expedient for carrying into effect the purposes aforesaid.

And notice is further given, that it is intended by the said Act or Acts to vary or extinguish all rights or privileges in any manner connected with the lands, houses, tenements, and hereditaments, proposed to be purchased or taken for the purposes of the said railway or railways, 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 cross, divert, alter, or stop up, whether temporarily or permanently, all turnpike-roads, parish, and other roads, and highways, paths, passages, rivers, streams, waters, water-courses, canals, navigations, and railways, within the said riding, towns, parishes, townships, hamlets, townlands, extra-parochial and other places aforesaid, or some or any of them which it may be necessary or expedient to cross, 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, works and conveniences, or any of them, and also to authorize junctions with any railway or railways at their commencements or terminations, or in the line or course of such railway or railways, respectively, in the several parishes, townships, hamlets, townlands, and extra-parochial places before mentioned, or some of them, with power to abandon any portion of the said intended railway that may become unnecessary, in consequence of such junctions or any of them.

And notice is hereby further given, that duplicate maps or plans and sections, describing the lines, levels, and situations, of the said intended railway or railways and works, and the lands 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, respectively 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 in Wakefield, in the said West Riding, and that on or before the thirty-first day of December 1845, 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, or railways and works, are intended to be made, will be deposited with the parish clerk of every such parish, at his place of abode.

Dated this fifth day of November, 1845.

John Scholey, Wm. Stewart, and John Webster, Joint Solicitors.
Bulmer and Durnford, Parliamentary Agents, 44, Parliament Street.

Direct Sheffield and Macclesfield Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, commencing by a junction with the Sheffield, Ashton-under-Lyne, and Manchester Railway, at or near the Sheffield Station in the township of Brightside Bierlow, in the parish and borough of Sheffield, in the West Riding of the county of York, and terminating in or near the town of Macclesfield, in the parish of Prestbury otherwise Presbury, in the county of Chester; either by an independent terminus, or by a junction with the Macclesfield branch of the Manchester and Birmingham Railway, 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, the township of Sheffield, parish and borough of Sheffield, Brightside Bierlow, Nether Hallam, Upper Hallam, Ecclesall Bierlow, Attercliffe-cum-Darnall, Ecclesfield, Stannington, and Bradfield, all in the said West Riding of the county of York; Hathersage, Derwent, Bamford, Hope, Thornhill, Aston, Brough and Shatton, Fernilee, Hope Woodlands, parish of Castleton, township of Castleton, Edale, Peak Forest, Chapel-en-le-Frith otherwise Bowden Chapel, Bowden Edge, Bradshaw Edge, Combs Edge, Glossop, Chinley, Bugsworth, and Brownside and Chinley, all in the county of Derby; Taxall otherwise Taxal, Yeardsley-cum-Whaley, Whaley, Disley, Stanley, Prestbury otherwise Presbury, Mottram Saint Andrew, Kettleholme, Lyme Handley, Pott Shrigley otherwise Potts Shrigley, Bollington, Macclesfield Forest otherwise the forest of Macclesfield, Rainow, Hurdsfield, Tytherington otherwise Titherington, Butley-cum-Newton, Adlington, and Macclesfield, all in the county of Chester, 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, streams, sewers, canals, navigations, reservoirs, railways, or tram-roads, 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 West Riding of the county of York, at his office at Wakefield, and 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 Chester, at his office at Chester, on or before the thirtieth day of November, eighteen 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 railway and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated, to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to any other railway company or companies or persons with whose line the said intended railway and works may unite, and to delegate to such 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 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 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, 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, 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.

Cattarns and Fry, 62, Mark Lane, London, and *G. A. Colman*, 2, New Inn, Strand, Joint Solicitors for the Bill.

London and Birmingham 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 London and Birmingham Railway Company to construct, maintain, and use the following branches from, extensions of, or additions to, the said London and Birmingham Railway, or some part or parts thereof, with all proper works and conveniences connected therewith and approaches thereto; that is to say:—

Firstly.—A railway commencing by a junction with the present line of the London and Birmingham Railway, near the Lawley-street Viaduct, in the parish of Aston-juxta-Birmingham, in the county of Warwick, and terminating near a street called Navigation-street, in the parish of Birmingham in the same county, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Aston-juxta-Birmingham, Aston Manor, Aston, Duddeston, Nechells, Duddeston-cum-Nechells, Birmingham, Bordesley, Holy Trinity Bordesley, Saint Andrew Bordesley, Saint Martin Birmingham, Saint Philip Birmingham, Saint Peter Birmingham, Saint Thomas Birmingham, Saint George Birmingham, Saint Luke Birmingham, Saint Mark Birmingham, and All Saints Birmingham, or some of them, in the county of Warwick.

Secondly.—A railway commencing from or near the termination of the Coventry and Leamington line of the London and Birmingham Railway, in the parish of Milverton in the county of Warwick, and terminating in the parish of Leamington Priors in the same county, and passing from, through, or into the several parishes, townships, and extra-parochial places of Milverton, Warwick, Saint Nicholas Warwick, Leamington Priors, Saint Mary Leamington Priors, Newbold, and Newbold Comyn, or some of them, in the county of Warwick.

Thirdly.—A railway commencing by a junction with the London and Birmingham Railway in the parish of Weedon, otherwise Weedon Beck or Weedon Royal, in the county of Northampton, and terminating by a junction with the Blisworth and Peterborough line of the London and Birmingham Railway, in the parish of Hardingstone in the county of Northampton, and passing from, in, through, or into the several parishes, townships, and extra-parochial places of Weedon otherwise Weedon Beck or Weedon Royal, Upper Weedon, Lower Weedon, Roade Weedon, Floore otherwise Flowyer, Stowe, Church Stowe, Stowe Nine Churches, Heyford, Upper Heyford, Lower Heyford, Bugbrook, Kissingbury, Harpole, Upton, Hardingstone, Colton

End or Far Cotton, Wooton, Hunsbury, Thorpe, Rothersthorpe, and Middleton otherwise Milton otherwise Middleton Malszor, or some of them in the county of Northampton.

And by the said Act or Acts power will be taken to enable the London and Birmingham Railway Company to raise a further sum of money for the purpose of converting the railway from Coventry to Leamington into a double line of railway, and of otherwise improving the same, and to enable the same company to take and use, by compulsion or agreement, further lands and buildings, for the purposes of their undertaking, in the several parishes, townships, and extra-parochial places of Coventry, Saint Michael and Saint John Baptist Coventry, the Holy Trinity Coventry, and Rugby in the county of Warwick.

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, tram-roads, railways, streets, paths, passages, aqueducts, rivers, canals, brooks, streams, sewers, waters, and watercourses, 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, 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 and houses proposed to be purchased or taken for the purposes of the said railways, or any of the works connected therewith, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended works, or of any part thereof, and to confer other rights and privileges.

And it is also intended by such Act or Acts to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes of the said intended works, or of any part thereof, and for levying tolls, rates, and duties, on and for the use of the same, or any part thereof, and otherwise, and to grant certain exemptions from such tolls, rates, and duties.

And it is also proposed by the said intended Act or Acts to authorise the said London and Birmingham Railway Company to raise a further sum of money for the purposes aforesaid, and for the general purposes of the undertaking.

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 Warwick, at his office in Stratford-on-Avon, and with the Clerk of the Peace for the county of Northampton, at his office in Northampton, and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the said parishes from

in, through, or into which the said intended railways and works, or any of them, are intended to be made will be deposited, 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, Hayes, Barnwell, and
Twisden, 1, Lincoln's-Inn
Fields, London,
Samuel Carter, Birmingham,* } Solicitors.

Nottingham Mineral Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction and maintenance of a Railway, with all proper works, approaches, and conveniences connected therewith, commencing at or near a place called Burton Leys, in the parish of Saint Mary, in the town and county of the town of Nottingham, and terminating at a place called Cinder Hill, situate in the several parishes of Nuthall, otherwise Nuttall, Hempsall otherwise Hempsall, otherwise Hempsill, and Bulwell, some or one of them, all in the county of Nottingham; 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 and other places following, or some of them; that is to say: Saint Mary in the town and county of the town of Nottingham, Radford, Basford, Lenton, Bobbers Mill, Bilborough, Hempsall otherwise Hempsall, otherwise Hempsill, Nuthall, otherwise Nutall and Bulwell, all in the county of Nottingham.

And also to make and maintain a branch railway with all proper works and conveniences connected therewith, commencing from or out of the proposed new line of railway hereinbefore described, at or near a point in the parish of Saint Mary in the town of Nottingham, being seven hundred and ninety yards or thereabouts distant from the intended terminus of the first described railway at Burton Leys, and terminating at or near the general cemetery, near the Alfreton-road, in the parish of Saint Mary, in the said town of Nottingham; which said branch railway and works will pass from, in, through, or into the said parish of Saint Mary, in the said town of Nottingham.

And also to make and maintain a certain other branch railway, with all proper works and conveniences connected therewith, commencing from or out of the proposed new line of railway firstly hereinbefore described at a place on the forest, near a certain road then leading from the Alfreton-road to Hyson Green, situate in the parish of Saint Mary, in the town of Nottingham, and being one thousand five hundred and eighty-four yards or thereabouts distant from the said intended terminus of the first described railway at Burton Leys aforesaid, and terminating at or near the general cemetery near the Alfreton-road, in the parish of Saint Mary, in the said town of Nottingham, which said branch rail-

way and works will pass from, in, through, or into, or be situate within the said parish of Saint Mary, in the said town of Nottingham.

And also to make and maintain a certain other branch railway, with all proper works and conveniences connected therewith, commencing from or out of the proposed new line of railway hereinbefore firstly described on the forest, near a certain road there, leading from the Alfreton-road to Hyson Green, in the county of Nottingham, situate in the parish of Saint Mary, in the town of Nottingham, and being one thousand five hundred and eighty-four yards or thereabouts distant from the said intended terminus of the first described railway at Burton Leys aforesaid, and terminating at a certain place near the Mansfield-road, called Rod-lane, in the parish of Saint Mary, in the said town of Nottingham, which said branch railway and works will pass from, in, through, or into, or be situate within the said parish of Saint Mary, in the said town of Nottingham.

And also to make and maintain a certain other branch railway, with all proper works and conveniences connected therewith, commencing from or out of the proposed new line of railway hereinbefore firstly described, at or near a place called Bobbers Mill, in the parish of Radford, in the county of Nottingham, at a certain point in or near Bobbers Mill aforesaid, where the main line of the railway hereinbefore firstly described crosses the River Leen, and terminating at a place called Scottern Hill otherwise Scotholm Hill, in the said parish of Radford, in the said county of Nottingham, and which said branch railway and works will pass from, in, through, or into, or be situate within the several parishes of Radford and Basford, in the said county of Nottingham, or one of them.

And notice is hereby further given, that it is intended to apply for powers in the said Act 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, either temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, streams, sewers, pipes, canals, navigations, bridges, railways or tram-roads, within the said parishes, townships, townlands, and extra-parochial or other places aforesaid, or any of them, as it may be necessary to cross, divert, alter or stop up for the purposes of the said 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 town and county of the town of Nottingham, at his office at Nottingham, and with the clerk of the peace for the county of Nottingham, at his office at Newark-upon-Trent, in the county of Nottingham, 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 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 to incorporate a Company 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 railway and works, and to confer and vary, or extinguish exemptions from the payment of tolls, rates and duties, and other rights and privileges.

And it is also proposed by the said Act 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, with whose line the said intended railway and works, or any part thereof may unite, and to delegate to such other company or companies as aforesaid, the execution of all or any of the powers of the said intended Act, and to authorize such other company or companies 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 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 to guarantee to the Company to be incorporated by the said intended Act, such interest or profit upon their outlay as may be agreed upon, and to raise money for the purposes aforesaid, or some of them.

W. and S. Parsons, junior, } Solicitors.
Arthur Wells,

Nottingham, sixth November, 1845.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Acts to extend the limits of the present borough of Yeovil, in the county of Somerset, to the town of Yeovil, as defined by an Act passed in the eleventh year of the reign of King George the Fourth, intituled "An Act for paving, lighting, watching, watering, cleansing, repairing, widening, and otherwise improving the streets, lanes, and other public passages and places within the town of Yeovil, in the county of Somerset, and for regulating the police thereof," and to the parish of Yeovil, so that the said borough may become co-extensive with the said town and parish, and that the inhabitants of the said town and parish may have, hold, exercise, and enjoy all the franchises, liberties, and privileges belonging to and exercised by the inhabitants of the said borough, and the burgesses thereof. And it is proposed in the said Act or Acts to insert provisions for altering the constitution of the said

borough of Yeovil, and the mode of election of the portreeve and burgesses, and other officers thereof. And it is also proposed by the said Act or Acts, to empower the portreeve and burgesses of the said borough of Yeovil to purchase of the custos, wardens, and trustees of Woborne's almshouse at Yeovil, either by way of exchange for other lands, tenements, and hereditaments, or for a consideration in money, or for an annual rent charge, or for other considerations, certain messuages, lands, tenements, and hereditaments, belonging to the said custos, wardens, and trustees, within the said town of Yeovil, or some part thereof. And also to empower the said custos, wardens, and trustees to sell and convey the same. Also to enable the said portreeve and burgesses to sell and dispose of, by way of exchange for other lands, tenements, and hereditaments, or by absolute sale for a consideration in money or other consideration, all or any part of certain houses, lands, tenements, and hereditaments, belonging to the said portreeve and burgesses, in High-street, Vicarage-street, Middle-street, South-street, and other places in the parish of Yeovil. Also to enable the said portreeve and burgesses to purchase and hold lands, tenements, and hereditaments, and to sell, convey, lease, and otherwise deal with the same. And also to purchase, hold, and exercise all existing rights of holding markets and fairs within the said parish of Yeovil, and the tolls receivable in respect thereof, and all franchises, liberties, rights, privileges, and powers connected with or appurtenant thereto, or any part thereof; and to enable any person or persons claiming any such rights as aforesaid to sell or convey the same to the said portreeve and burgesses.

And it is also intended to apply for powers in the said Act or Acts, to enable the said portreeve and burgesses to establish a market within the said town of Yeovil, and to exercise all necessary powers and authorities for the regulation and management thereof; also to erect a town-hall and market-place, and all such other buildings as may be requisite for the public accommodation, and purchase lands, houses, and other property by compulsion or otherwise, for that purpose, within the limits of the said town of Yeovil, and to alter, vary, and extinguish all rights, exemptions, and privileges, in reference to such houses, lands, and property. And it is intended to give powers by the said Act or Acts, to levy tolls, rates, and duties, 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 tenth day of November, 1845.

Slade and Vining, Solicitors, Yeovil.

Aust Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for making and maintaining a bridge at the old passage over the river Severn, and on the bed and shores of the same river, from or near Aust Cliff,

in the parish of Henbury, to or near Beachley, in the parish of Tidenham, both in the county of Gloucester; and it is intended to take power in such bill to construct toll houses, approaches, communications, and other works in the parishes before mentioned, for the more convenient use of the said bridge, and to alter or divert all such turnpike or other roads within the said parishes as it may be necessary to alter or divert for the purposes of such bridge.

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said bridge, 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 especially to purchase or take in lease the rights of an ancient ferry, called the Aust Ferry, or Old Passage Ferry, so that the said rights may be either exercised or extinguished by the company or companies hereinafter mentioned.

And it is intended in such Bill to incorporate a company for the purpose of erecting, completing, and maintaining the said bridge, approaches, and other works, and to give power to such company to sell or lease the said intended bridge, approaches, and works, or the tolls and profits thereof, to any other company, and to enable such other company to purchase or rent the same, or otherwise to enter into such arrangements, whether for the contribution of funds or otherwise, towards the construction of the said bridge, and the approaches and 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 bridge, and the approaches and 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 office of the Clerk of the Peace for the county of Gloucester at Gloucester.

And that on or before the thirty-first day of December next a copy of the said plans and sections, with a book of reference thereto, will be deposited with the parish clerks of the parishes of Henbury and of Tidenham respectively, at the residence of such clerks respectively.

Dated this first day of November, 1845.

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

Powles, Tyler, and Powles, Monmouth.

Dyson, Hall, Parkes, and Coates, Parliamentary Agents.

West Riding Union Railways.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for a Bill or Bills to authorise the construction and maintenance of the several railways and branch railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with all proper and convenient works, stations, erections, bridges, wharfs, warehouses, communications, approaches, and conveniences connected therewith respectively; that is to say—

Firstly.—A railway commencing at and by a junction with the Manchester and Leeds Railway, in the township of Norland, in the parish of Halifax, in the West Riding of the county of York, and terminating at or near Wellington Street, in the town of Leeds, in the township and parish of Leeds, in the said West Riding of the county of York, and by a junction with the Leeds, Dewsbury, and Manchester Railway, at or near the crossing thereof by the Leeds and Bradford Railway in the township of Wortley, and parish of Leeds aforesaid, and by a junction with the Leeds and Bradford Railway in the township of Holbeck, in the parish of Leeds aforesaid, some or one of them; 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 and other places, following, or some of them; that is to say, Halifax, Norland, Greetland, Elland cum Greetland, Skircoat, Salter Hebble, Halifax, Southowram, Northowram, Hipperholme, Hipperholme cum Brighouse, Lightcliff, Lidgate, Bradford, North Bierley, Birstall, Wike, Unsworth, Bradford, Wibsey, Wibsey Low Moor, Odsall, Bierley, East Bierley, West Bierley, Bowling, Bradford, Lester otherwise Leicester Dike, Calverley, Calverley cum Farsley, Pudsey, Tyersal, Stanningley, Leeds, Bramley, Armley, Farnley, Wortley, Upper Wortley, New Wortley, Holbeck, and Leeds, all in the West Riding of the county of York.

Secondly.—A railway commencing at and by a forked junction with the said first hereinbefore described railway, at or near Salter Hebble, in the township of Skircoat, in the said parish of Halifax, and terminating by a junction with the Huddersfield and Manchester Railway and the Huddersfield and Sheffield Junction Railway, or one of them, at the town of Huddersfield, in the township and parish of Huddersfield, in the said West Riding; 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 and other places following, or some of them; that is to say, Halifax, Skircoat, Salter Hebble, Southowram, Elland, Elland cum Greetland, Greetland, Fixby, Lindley, Stainland, Old Lindley, New Lindley, Quarmby, Quarmby cum Lindley, Lindley cum Quarmby, Huddersfield, Sheepridge, Deighton, Bradley, Birkby,

Fartown, Hillhouse, Marsh, and Newtown, all in the said West Riding.

Thirdly.—A railway commencing at and by a junction with the first hereinbefore described railway, in the township of Wike, and parish of Birstal, in the said West Riding, and terminating by a junction with the secondly hereinbefore described railway, in the township and parish of Huddersfield, at or near the town of Huddersfield, in the said West Riding, with a branch therefrom, commencing in the township of Hartishead cum Clifton, in the parish of Dewsbury, in the said West Riding, and terminating by a junction with the Manchester and Leeds Railway, in the township of Rastrick, and parish of Halifax aforesaid, at or near the Brighouse Station; which said intended railway and branch and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Birstal, Wike, Lower Wike, Bradford, North Bierley, Dewsbury, Clifton, Hartishead, Hartishead cum Clifton, Halifax, Hipperholme, Brighouse, Lightcliffe, Hipperholme cum Brighouse, Rastrick, Fixby, Huddersfield, Little Woodhouse, Lillands, Toothill, Bradley, Sheepridge, Deighton, Netheroyd Hill, Cowcliffe, Fartown, Hillhouse, Marsh, and Newtown, all in the said West Riding.

Fourthly.—A railway commencing by a junction with the first hereinbefore described railway, at or near Low Moor, in the township of North Bierley, and parish of Bradford, in the said West Riding, and terminating by a junction with the Manchester and Leeds Railway, in the township and parish of Dewsbury, in the said West Riding; 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 and other places following, or some of them; that is to say, Bradford, Wibsey, Wibsey Low Moor, North Bierley, Wike, Birstal, Oakenshaw, Scholes, Cleckheaton, Liversedge, High Town, Little Town, Robert Town, Mill Bridge, Heckmondwike, Mirfield, Dewsbury, Thornhill, and Thornhill Lees, all in the said West Riding.

Fifthly.—A railway commencing by a junction with the fourthly hereinbefore described railway, at or near to the town of Heckmondwike, in the township of Heckmondwike, in the parish of Birstal, in the said West Riding, and terminating by a junction with the Manchester and Leeds Railway, in the township and parish of Mirfield, in the said West Riding; 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 and other places following, or some of them; that is to say, Birstal, Heckmondwike, Liversedge, and Mirfield, all in the said West Riding.

Sixthly.—A railway commencing by a junction

with the first hereinbefore described railway, at or near the Bowling Dye Works, in the township of Bowling, in the parish of Bradford, in the said West Riding, and terminating by a junction with the Leeds and Bradford Railway, at or near Wellstreet, in the town of Bradford, and in the township and parish of Bradford, in the said West Riding; 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 and other places following, or some of them; that is to say, Bradford, Bowling, Horton, Great Horton, and Little Horton, all in the said West Riding.

Seventhly.—A railway commencing by a junction with the fourthly hereinbefore described railway at or near to the village of Oakenshaw, in the township of Cleckheaton, in the parish of Birstal, in the said West Riding, and terminating by a junction with the first hereinbefore described railway, in the township of Pudsey, and parish of Calverley, in the said West Riding, and also by a junction with the said first hereinbefore described railway in the township of Bramley, and parish of Leeds, in the said West Riding, with a branch therefrom commencing in the township or lordship of Tong, in the parish of Birstal in the said West Riding, and terminating at or near to Gildersome Street in the township of Gildersome and parish of Batley by a junction with an intended branch of the Leeds, Dewsbury, and Manchester Railway; which said intended railway and branch and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Birstal, Cleckheaton, Oakenshaw, Hunsworth, Gomersal, Birkenshaw, Drighlington, Adwalton, Tong, Calverley, Pudsey, Fulneck, Pudsey Far Town, Pudsey Low Town, Calverley cum Farsley, Stanningley, Leeds, Farnley, Bramley, Batley, and Gildersome, all in the said West Riding.

Eighthly.—A railway commencing by a junction with the first hereinbefore described railway at or near Armley Height, in the township of Armley, in the said parish of Leeds, and terminating by a junction with the Leeds, Dewsbury, and Manchester Railway, at or near to a place called Beeston Royds, in the township of Beeston, in the parish of Leeds aforesaid, 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 and other places following, or some of them; that is to say, Leeds, Armley, Wortley, Upper Wortley, Lower Wortley, Farnley, Beeston, and Beeston Royds, all in the said West Riding.

Ninthly.—A railway commencing by a junction with the Manchester and Leeds Railway, at or near the Sowerby Bridge station, in the township of Sowerby and parish of Halifax aforesaid, and terminating at or near to Ripponden, in the township of Barkisland, in the parish of Halifax aforesaid;

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 and other places following, or some of them; that is to say, Halifax, Sowerby, Sowerby Bridge, Norland, Soyland, Barkisland, and Ripponden, all in the said West Riding.

And it is intended to apply for powers 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, and also to cross, divert, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish and other roads, and highways, streams, sewers, canals, navigations, rivers, bridges, streets, railways or 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 all or any of the said railways, and the works connected therewith respectively.

And notice is hereby further given, that a plan of the said intended railways and works, and also a duplicate of such plan, with 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 West Riding of the county of York, at his office at Wakefield, 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 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 railways and works, or some part thereof, and to apply for powers for the compulsory purchase of lands and houses for the purposes thereof, and to vary or extinguish all or any 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 on lease, sell or transfer the said intended railways and works, or any part or parts thereof, or the tolls to be taken thereon, to the Manchester and Leeds Railway Company, and to confer on the said Manchester and Leeds Railway Company the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the said Manchester and Leeds Railway Company, out of their corporate or other funds, to take shares in and subscribe for or towards the making, maintaining, working,

and using the said intended railways and works, or any part or parts 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, or to guarantee to the said intended company or companies such interest or profit upon their outlay as may be agreed upon, and to increase the capital of the said Manchester and Leeds Railway Company by the creation of new or additional shares, or by mortgage, or by such other ways and means as Parliament shall think fit, and generally to authorize the company or companies to be incorporated as aforesaid; 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 railways and works, or any part or parts thereof, and also to carry into effect and confirm any agreement or arrangement made or hereafter to be made between the said companies for or in respect of the traffic passing, or which may pass, on the lines or works of the said Manchester and Leeds Railway Company, or of the said proposed company or companies, and of the tolls, rates, and duties payable in respect thereof; and it is also proposed by the said intended Bill or Bills to enable the said company or companies so proposed to be incorporated, and the said Manchester and Leeds Railway Company, and the Leeds and Bradford Railway Company, or some of them, to enter into mutual agreements with respect to the use and occupation of or the passage of traffic along so much of the said intended line of railways as lies between Leeds and Bradford: And it is further proposed by the said Bill or Bills to authorize the union and 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 and works, or any part or parts thereof, and to take tolls in respect thereof; and for carrying into effect all or any of the several 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 Manchester and Leeds Railway; that is to say, an Act passed in the sixth and seventh years of the reign of his late Majesty King William the Fourth; an Act passed in the seventh year of the reign of his said late Majesty; an Act passed in the second and third years of the reign of Her present Majesty; an Act passed in the fourth and fifth years of the reign of Her said present Majesty; an Act passed in the seventh and eighth years of the reign of Her said present Majesty; an Act passed in the eighth and ninth years of the reign of Her said present Majesty; another Act passed in the said eighth and ninth years of the reign of Her said present Majesty; and also of two Acts relating to the Ashton, Stalybridge, and Liverpool Junction Railway, one passed in the session of Parliament held in the seventh and eighth years of the reign of Her present Majesty, and the other passed in the session

of Parliament held in the eighth and ninth years of the reign of Her present Majesty.

Dated this eighth day of November, 1845.

Darbishire and Lewis, Manchester.

Barr, Lofthouse, and Nelson, Leeds.

Richard Tolson, Bradford.

Fenton and Jones, Huddersfield.

Craven and Rankin, Halifax.

Joseph Thompson, Bradford.

John Ridehalgh, Ripponden.

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Holyhead Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the construction of docks, wharfs, piers, jetties, warehouses, and other conveniences connected therewith, to be situate in the parish of Holyhead, in the county of Anglesey.

And it is proposed to take powers by the said intended Act to stop up, alter, and divert all such turnpike roads, highways, sewers, pipes, aqueducts, canals, streams, rivers, and railways, in the said parish of Holyhead, as it may be necessary to stop up, alter, or divert, for the purpose of constructing, maintaining, and using the said docks and other works.

And it is also intended by the said Act to incorporate a company for the purposes aforesaid, and with power for the purchase of lands, either by compulsion or agreement, for the purposes of the said intended docks, and other works; and also with power to levy tolls, rates, and duties, for the use of the said docks, and other works, and to grant certain exemptions from such tolls, rates, or duties, if necessary.

And notice is hereby further given, that duplicate plans of the said docks, together with a book 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 county of Anglesey, at his office, at Beaumaris, in the said county, and also on or before the thirty-first day of December next, with the parish clerk of the said parish of Holyhead, at his place of abode.

Dated this seventh day of November, 1845.

Timothy Tyrrell, Guildhall, London.

Northampton, Lincoln, and Hull Direct 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 and to incorporate a company for the purpose of making and maintain-

ing, 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 Hardingstone, in the county of Northampton, at or near to and to form a junction with the present railway from Blisworth to the city of Peterborough, both in the said county of Northampton, and to terminate in the parish of Middle Rasen, in the parts of Lindsey, in the county of Lincoln, at or near to the town of Market Rasen, and to form a junction there with the railway or works of the Great Grimsby and Sheffield Junction Railway Company, and which said proposed railway or work is intended to be made and maintained from, in, through, or into the several towns, boroughs, parishes, townships, townlands, and extra-parochial or other places, or some of them, following, (that is to say,) Cotton End, Far Cotton, Hardingstone, Duston, All Saints in the town or borough of Northampton, Saint Peter in the said town or borough of Northampton, the priory of Saint Andrew or town part in the said town or borough of Northampton, Dallington, Saint James's Abbey, Saint Sepulchre in the said town or borough of Northampton, the South Ward, the West Ward, and the East Ward, all in the said borough of Northampton, Kingsthorpe otherwise Kingsthorp, Abington otherwise Abingdon, Moulton Park, Boughton otherwise Boughton Greens, Weston Favell otherwise Westone otherwise Weston Favel, Moulton otherwise Multone, Overstone otherwise Overston, Holcot otherwise Holcote, Sywell, Hardwick, Hannington otherwise Hanington, Harrowden Magna otherwise Harwedon otherwise Harrowdon Magna, Harrowden Parva otherwise Harrowdon Parva, Orlingbury, Withemale, Walgrave otherwise Waldegrave, Pitchley otherwise Pytchley, otherwise Pightesley, Broughton, Cransley, Little Cransley, Kettering, Glendon, Weekley, Geddington, Newton-in-the-Willows, Great Oakley, Little Oakley, Cottingham cum Middleton, Cottingham, Middleton, and Rockingham, all in the said county of Northampton; Bringhurst, Easton Magna otherwise Great Easton, both in the county of Leicester; Drayton, Bringhurst, Caldecott, Liddington otherwise Long Liddington, Thorp-by-Water, Seaton, Bisbrooke, Uppingham, Ayston, Glaston, Wing, Preston, Mantou, Martinsthorpe, Brooke, Gunthorpe, Upper Hambleton, Nether Hambleton, Egleton, Oakham, Oakham Lordshold, Oakham Deanshold, Barleythorpe, Langham, Burley otherwise Burley-on-the-Hill, Ashwell, Cottesmore, Barrow, Market Overton, Teigh, Greetham, and Thistleton, all in the county of Rutland; South Witham, North Witham, Lobthorpe, Gunby Saint Nicholas otherwise Gunby, Twyford, Colsterworth, Woolsthorpe, Easton, South Stoke or Stoke Rochford, Stoke Park, North Stoke, Great Ponton otherwise Great Paunton, Little Ponton otherwise Little Paunton, Spittlegate, Houghton and Walton, Somerby, Great Humby, Harrowby, Grantham, Grantham Borough, Manthorpe or Manthorpe cum Little Gonerby, Great Gonerby, Londonthorpe, Belton, Syston, Barkston otherwise Barkston-in-the-Willows, Hougham, Carlton Scrope, Marston, Gilston other-

wise Gelston, Hough otherwise Hough-on-the-hill, Brandon, Stragglethorpe, Caythorpe, Friston, Leadenham otherwise Long Leadenham, Fulbeck, Welbourn, Brant Broughton otherwise Broughton-on-Brant, Wellingore, Navenby, Skinnand, Somerton Castle, Carlton-le-Moorland, Bassingham, Aunborne, Boothby, Graffoe, Coleby, Harnston, Waddington, South Hykeham, North Hykeham, the liberty of the Meere or Meere Hospital, Bracebridge, Skellingthorpe, Boutham, Canwick, Canwick Common, Canwick South Common, Branston Heighington, Washingborough, all in the division or parts of Kesteven, in the county of Lincoln; Saint Botolph, Saint Peter at Gowts, Saint Mark, Saint Mary le Wigford, Saint Benedict, Saint Swithin, Saint Peter at Arches, Saint Martin, Saint Michael on the Mount, Saint Mary Magdalene, Saint Paul otherwise Saint Paul in the Bail, Castle Dykings, Saint Nicholas, Saint John, Saint Peter in Eastgate, Saint Margaret, Canwick Common, Canwick South Common, the Malender Closes, the Holmes, the West Common or Racecourse, The Liberty of the Monks, Monks Leys, The Liberty of Beaumont Fee, Brayford, Brayford Mere, Witham Banks, Fosdyke Banks, all in the city of Lincoln, and county of the same city, or in the county of the city of Lincoln, or the liberties of the same city; Cherry Wilingham, The Liberty of the Monks, Monks Leys, Monks Liberty, Greetwell, Nettleham, Fiskerton, Repham otherwise Reepham, Barlings, Barlings Park, Barlings Abbey, Langworth, Sudbrook Holme, Sudbrooke, Scothern, Mickleholme, Goltho cum Bullington, Bullington Rand, Rand, Claybridge, Newball otherwise Newbold, Stainton by Langworth, Reasby, Swinethorp, Snelland, Fulnetby, Westlaby otherwise Westleby, Wickenby, Snarford, Faldingworth, Friesthorpe, Lissing Leys otherwise Lissingley, Lissington, Bustingthorpe, Linwood, Market Rasen otherwise East Rasen, Risby, Tealby otherwise Terilby, Otby, Walesby Rand, Middle Rasen Tupholme, Middle Rasen Drax, Middle Rasen, all in the division or parts of Lindsey, in the said county of Lincoln, and to be called the Northampton, Lincoln, and Hull Direct Railway.

And notice is hereby further given, that on or before the thirtieth day of November instant, a plan and a duplicate of such plan, describing the line or situation of the whole of the said intended railway or work, and the lands in or through which the same is to be made and maintained, 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, showing the surface 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 Northampton, at his offices in the town of Northampton, in the said last mentioned county; and with the Clerk of the Peace for the said county of Leicester, at his offices in the town of Leicester, in the said last mentioned county; and with the

Clerk of the Peace for the said county of Rutland, at his offices in the town of Oakham, in the said last mentioned county; and with the Clerk of the Peace for the said division or parts of Kesteven, in the said county of Lincoln, at his offices in the town of New Sleaford, in the said last mentioned county and parts; and with the Clerk of the Peace for the city of Lincoln and county of the same city, at his offices in the city of Lincoln; and with the Clerk of the Peace for the said division or parts of Lindsey, in the said county of Lincoln, at his offices in the town of Spilsby, in the said last mentioned county and parts.

And that, on or before the thirty-first day of December in the said 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 deposited 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, and 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, repeat, or extinguish 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 impede 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 connected therewith; and it is intended by the Act or Acts so to be applied for to enable the company thereby to be incorporated as aforesaid, to let on lease or sell the said intended railway and other works, or any part thereof, to the Great Grimsby and Sheffield Junction Railway Company, and to enable the said Great Grimsby and Sheffield Junction Railway Company to purchase or rent, and use and work the said intended railway and works, or any part thereof, and to take tolls, rates, and duties for 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; and for all or any of the purposes aforesaid, it is proposed by the said intended Act or Acts to authorize the said Great Grimsby and Sheffield Junction

Railway Company to increase their capital by the creation of new or additional shares, or to raise money 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 the Act passed in the last session of Parliament, relating to the said Great Grimsby and Sheffield Junction Railway.

Dated this tenth day of November, 1845.

A. W. Arnold,
Lamb & Nettleship, } Joint Solicitors.
George Pell, jun. }

South Wales Railway, Haverfordwest and Milford 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 maintainance of the railways hereinafter 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 Milford, in the parish of Steynton in the county of Pembroke, passing thence from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, (that is to say,) the town of Hakin in the parish of Hubberston, in the county of Pembroke, the town of Milford in the parish of Steynton, the villages of Blackbridge, Pill, Steynton, Priory and Thornton, in the parish of Steynton, the Pill called Priory or Hubberston Pill in the several parishes of Steynton and Hubberston, the Pill called Castle Pill in the parish of Steynton, the Pill called Washfill or Westfield Pill, in the several parishes of Lanstadwell, Burton, and Rosemarket, the river called the Western Cleddau in the county of Pembroke, and in the town and county of the town of Haverfordwest, the village of Hubberston in the parish of Hubberston, the village of Herbrandston in the parish of Herbrandston, Robeston West, Walwyns Castle, the village of Johnston in the parish of Johnston, the villages of Honeyborough, Nayland, Lanstadwell, and Waterston in the parish of Lanstadwell, the villages of Burton and Houghton in the parish of Burton, the village of Langum in the parish of Langum, the village of Rosemarket in the parish of Rosemarket, the villages of Freystrop in the parish of Freystrop, the village of Merlin's Bridge in the several parishes of Saint Thomas in the town and county of the town of Haverfordwest, Harroldston, Saint Issels and the hamlet of the parish of Saint Thomas Haverfordwest, the hamlets of the parishes of Saint Thomas and Saint Martin Haverfordwest, the town of Haverfordwest in the county of the town of Haverfordwest, the parish of Saint Thomas in the county of the town of Haverfordwest, the

village of Cartlett in the parish of Uzmaston in the county of Pembroke and in the town and county of the town of Haverfordwest, Uzmaston in the county of the town and county of Haverfordwest, Uzmaston in the borough of Haverfordwest, Uzmaston in the county of Pembroke, the village of Prendergast in the parish of Prendergast in the county of Pembroke and in the town and county of the town and borough of Haverfordwest, the extra-parochial places called Furzy-park and Portfield in the town and county of the town of Haverfordwest, the parishes of Prendergast, Uzmaston, Saint Thomas, Saint Mary, and Saint Martin in the town and county of the town of Haverfordwest, the parishes of Wiston, Walton East, Spittal, Rubbaxton, Boulston, Slebech, Ambleston, Charbeston, Prendergast, Uzmaston, Saint Thomas, Saint Martin, Freystrop, Herbrandston, Hubberston, Johnston, Langum, Robeston West, Walwyn's Castle, Steynton, Burton, Lanstadwell, Rosemarket, and Saint Issels, Harroldston, or some of them, all in the county of Pembroke and terminating by a junction with a line of the South Wales Railway, as at present authorized to be made at or near Penty Park Mill in the said parish of Wiston or otherwise commencing at, or near the town of Milford, in the parish of Steynton aforesaid, passing from, in, through or into the said several parishes, townships, and extra-parochial or other places of the town of Hakin, in the parish of Hubberston, in the county of Pembroke; the town of Milford, in the parish of Steynton; the villages of Blackbridge, Pill Steynton, Priory, and Thornton, in the parish of Steynton; the Pill called Priory, or Hubberston Pill, in the several parishes of Steynton and Hubberston; the Pill called Castle Pill, in the parish of Steynton; the Pill called Washfill or Westfield Pill, in the several parishes of Lanstadwell, Burton, and Rosemarket; the river called the Western Cleddau, in the county of Pembroke, and in the town and county of the town of Haverfordwest; the village of Hubberston, in the parish of Hubberston; the village of Herbrandston, in the parish of Herbrandston, Robeston West, Walwyns Castle; the village of Johnston, in the parish of Johnston; the villages of Honeyborough, Neyland, Lanstadwell, and Waterston, in the parish of Lanstadwell; the villages of Burton and Houghton, in the parish of Burton; the village of Langum, in the parish of Langum; the village of Rosemarket, in the parish of Rosemarket; the villages of Freystrop, in the parish of Freystrop; the village of Merlin's-bridge, in the several parishes of St. Thomas, in the town and county of the town of Haverfordwest, Haroldston, St. Issel's, and the hamlet and the parish of St. Thomas Haverfordwest; the hamlets of the parishes of St. Thomas and St. Martin Haverfordwest; the town of Haverfordwest, in the county of the town of Haverfordwest; the parish of St. Thomas, in the county of the town of Haverfordwest; the village of Cartlett, in the parish of Uzmaston, in the county of Pembroke, and in the town and county of the town of Haverfordwest, all in the county of Pembroke.

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 also intended by such Act or Acts to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands 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 so to be incorporated as aforesaid, to sell, or let, and transfer the said intended railway and works, or any part or parts thereof, and all or any powers of such company in connection therewith or in relation thereto, to the South Wales Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway and other works, or any part thereof, and to exercise such powers or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway 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 on between them. And it is further intended by such Act or Acts, in the event of any company being authorized by any Act or Acts being passed in the next or any future session of Parliament, to construct a railway from the line of the South Wales Railway to or near to the town of Haverfordwest to enable the company to be incorporated as aforesaid, to purchase or rent such railway and all works, lands, buildings, rights, powers, and privileges, which may become vested in or may belong to such company or persons by virtue of any such Act or Acts, and to hold, use, exercise, and enjoy the same, and to levy tolls, rates, and duties in respect of the use thereof, and to enable such company or persons to sell, let, and transfer the same to the company to be incorporated as herein-before mentioned.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners 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 Pembroke, at his office in Haverfordwest, and with the Clerk

of the Peace for the town and county 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 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 eighth day of November, 1845.

Messrs. Tustin and Barlow, 4, New Bridge Street, Blackfriars.

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

Burton-upon-Trent, Stafford, Shrewsbury, and Newtown 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 some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing at or near the gas works, in the township of Uttoxeter, in the parish of Uttoxeter, in the county of Stafford, where it is intended to join certain proposed railways from London to Manchester, and from Leeds and Huddersfield to Dudley, and terminating at Newtown, in the parish of Newtown, in the county of Montgomery, in the principality of Wales; and which said railway, and the works and conveniences connected therewith respectively will pass, or be made from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them; that is to say: Burton-upon-Trent, Rolleston, Tutbury, Hanbury, Moreton, Uttoxeter, Creighton, Crake Marsh and Stramshall, Woodlands, Uttoxeter, Loxley, Bramshall, Dugdale, Bank Top, Kingston or Kingstone, Blythe Bridge, Leese Hill, Callow Hill, Gratwich, Fradswell, Stowe, Amerton, Chartley, Grindley, Drointon, Drointon and Lea, Hixon, Great Haywood, Little Haywood, Chartley Holme or Lodge, Gayton, Hartley Green, Hough Meadow, Weston-upon-Trent, Shirlywich, Weston Green, Sandon, Burston, Small Rice, Hardewick, Hollywood and Dayhills, Ingestre, Saint Mary's Stafford, Saint Chad Stafford, the united parishes of Saint Mary and Saint Chad Stafford, the borough of Stafford, the town of Stafford, Hopton, Coton and Saint Thomas, Littleworth, Salt and Enson, Marston, Whitgreave, Tillington, Creswell, Yarlet, Worston, Coton Field, Coton Field Townland, Marston Common, Stafford Common, Stafford Town Common, Castle Church, Forebridge, Rickerscote, Burton, the Green Common, Seighford, Aston, Doxey, Derrington, Coton Clanford, Bridgford, Great Bridgford, Little Bridgford, Bradley or Bradley Juxta Stafford, Bradley, Long-

nor, Wollaston, Shredicote, Billington with Littywood, Apeton and Barton, Allston, Brough and Rule, Ranton, Ranton Monastery, Long Compton, Haughton, Guosall, Apeton and Allston, Knightley, or Knightley Eaves, Cowley and Coton, Coton-end, Plardiwick, Plardiwick and High Onn, Plardiwick and Little Onn, Bescote or Bescott, Walton Grange, Moreton and Welbroughton, Great Chatwell, Bromstead, Outwoods, Chatwell, Coley, Norbury, Weston Jones, Loynton, Leighton, Oulton, Norbury Manor, Forton or Forton and Meer, Forton Meer or Meertown, Sutton, Warton, Guild of Monks, Aqualate, Aqualate Hall, and Aqualate Lodge, all in the county of Stafford; and also Chetwynd, Howle, Pilsen, Newport, Longford, Stockton, Edgmond, Tibberton, Cherrington, Church Ashton, Adney, Caynton, Standford, Chetwynd Aston, Buttery, Calvington, Pickstock, Puleston, Lilleshall, Muxton and Donnington, Abbey Saint John, Preston or Preston-on-the-Wild-Moors, Preston, Kinnersley, Eyton or Eyton-on-the-Wild-Moors, Eyton, Horton, Wellington, Aston, Hadley, Ketley, Lawley, Lee Gomery, Walcot, Apley, Arliston, Dohill, Horton, Wapenshall, Watling-street, Wrockwardine, Admaston, Allscott, Bratton, Burcot, Charlton or Chorlton, Clotley, Wrockwardine Wood, Leaton, Cluddley, Long-lane, Long or Longdon-upon-Tern, Long or Longdon, Rodington, Sugdon, Withington, Uppington, Wroxeter, Donnington, Eyton and Dryton or Eyton-upon-Severn and Dryton, Rushton, Norton, Atcham, or Attingham, Uckington, Berwick Maviston otherwise Barwick Malvessin, Chilton, Cronkhill, Eamstry or Emstry, Upton Magna, Haughton, Downton, Preston Boats or Preston-upon-the-Boat, Haughmond, Uffington, Saint Chad, Holy Cross and Saint Giles, in the Borough of Shrewsbury, Abbey Foregate, Abbey Foregate (East), Abbey Foregate (West), Coleham, the Town and Borough of Shrewsbury, Holy Cross and Saint Giles, Abbey Foregate, Coleham Head, Saint Julian, Stone Ward, Coleham, Pulley, Castle Foregate, Cotton Hill, Shelton, Oxon, Meole Brace, Nobold, Newton and Edgebold, Sutton, Saint Mary, Castle Ward, Castle Foregate, Cotton Hill, Great and Little Berwick, Leaton, Newtown Wollascot, Astley, Clive, Sansaw, Saint Alkmond, Castle Ward, Castle Foregate, Cotton Hill, Hencott, Albright Lee, Harlescott, Stone Ward, Preston Mountford, Dirithell, Battlefield, Albright Hussey or All Hussey, Saint Chad, Stone Ward, Welsh Ward, Bellon and Alkmere, Whitley and Welbatch, Frankwell, Upper Rossall, Down Rossall, Bieton and Callcot, Onslow, Woodcot and Horton, Monk Meole and Goose Hill, Shelton and Oxon, Longner, Trinity Church District, Meole Coleham, Longden Coleham, Saint George's Church District, Frankwell, Henwood, Uffington, Upton Magna, Preston-upon-the-Boat, Haughmond Demesne, Pontesbury, Little Hanwood, Asterley, Cruckton, Newnham and Sascott, Pontesford, Plealey and Sibera-cott, Crow Meole and Arscott, Boycott, Hinton, Halston and Farley, Edge Lea, Polmere, Upper Longden, Lower Longden, Oaks, Condovery, Lythwood, Overbury, Westbury, Minsterley, Sopley, Wagbeach, Ploxgreen, Etsell, Ladyoak, Little Minsterley, Hogston, Waterwheel, Vennington,

Whitton, Stoney Skelton, Vrongate, Westley, Yockleton Cause, Whitton, Wallop, Hayrs Marsh and Wigmore, Sketton, Walton, Walcott, Hockleton, Timberth, Dudston, Winsbury, Marrington, Marton, Stockton, Wortherton, Wilmington, Rorngton, Middleton, Priestweston, Hasterley and Abberley, in the county of Salop; and Worthen, Aston Pigott, Aston Rogers, Bleachfield, Brockton, Bromlow, Brownlow, Bynweston, Grimmer, Habberley Office, Hayes, Heath Upper and Nether, Hope, Leigh, Meadowtown, Walton, Leighton, Rhosgoch, Teelystan, and Cherbury, in the counties of Salop and Montgomery; and Forden, Wropton, Hein, Munlyn, Rhandier, Bryntulch, Bromywood, Garthmill, Llifour, Killchoricum, Briithdir, Keel, Ffyddpeny-wern, Frwstewelin, Garthwell, Kell, Cockwyn, Scavalt, Kerry, Givern-y-go, Cahborica, Caliberncha, Baithllan, Giventhrew, Drefor and Freen, Penygelly, Gortre, Manlwyed, Cloddid, Trellan, Brynllwyarch, Clithiew, Cefugmynech, Weeg, Graig, Garthillon, Giverscote, Treflan, Gaitre, Calsber Issa, Caliber Ucha, Bahaitllon, Givernesgob, Cefnyberan, Weef, Doefor, Garthilno, Ackley, Eddeton, Forden, Hern, Kilkewydd, Llettygynafarch, Munlyn, Thornbury, Woodlaston, Mopton, Buttorington, Cletterwood, Hope, Trewern, Montgomery, the Borough of Montgomery, Berriew, Allt, Upper Allt, Lower Allt, Berriew, Brincamisir, Ffydd, Garthmill, Keil, Killchoricum, Keeleochwyn, Llandiner, Lliviwr, Penthryn, Tewstywelin, Trustawlin, Vaynor Issa, Vaynor Uchin, Llandyssil, Llanmerwig, Llanilwchaiairn, Aberbechan, Gwestydd, Hendidley, Kilcowan, Newtown, and Dyffin Llanafair or Duffrain Llanfair, in the county of Montgomery.

And further notice is hereby given, that maps, or plans and sections, describing the line or lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Stafford, at his office at Stafford; with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury; with the Clerk of the Peace for the borough of Shrewsbury, at his office at Shrewsbury; and with the Clerk of the Peace for the county of Montgomery, in the principality of Wales, at his office at Welshpool; and that a copy of so much of the said plans, sections, and books of reference respectively, as relate to each of the parishes from, in, through, or into which the said intended works, or any of them, will be made or pass, will be deposited for public inspection on or before the thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act 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 water-courses, 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 Bainbrige, Solicitor,
Uttoxeter; *William Webb Ward*, So-
licitor, Stafford; *T. N. Green*, Solicitor,
Newtown.

Pilbrow's Atmospheric Direct London and Gravesend 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 all the necessary powers for making and maintaining of a railway or railways, with all proper bridges, stations, works, and conveniences connected therewith, and approaches thereto, commencing at or near the hamlet of Hatcham, and terminating at or near the parish of Saint Peter and Saint Paul, Milton, situate respectively as hereinafter described, and which said intended railway or railways, and other works, are intended to pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them (that is to say); Hatcham aforesaid, situate partly in the district of Saint Mary Magdalene, in the parish of Saint Giles, Camberwell, in the county of Surrey, and partly in the parish of Saint Paul, Deptford, partly in the county of Kent, and partly in the county of Surrey, the parishes of Saint Nicholas, Deptford, Saint Mary's, Lewisham, Saint Margaret, Lee, the extra-parochial hamlet of Kidbrooke, the parishes of Saint John the Baptist, Eltham, Saint Mary's, Bexley, Blendon, Upton, Bridgen, Saint Peter's, Crayford, the Holy Trinity, Dartford, Saint Peter and Saint Paul, Stone, Saint Hilyard, Swanscomb, Saint Botolph, Northfleet, Saint George, Gravesend, and Saint Peter and Saint Paul, Milton next Gravesend aforesaid, all in the county of Kent.

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, and extra-parochial or other places aforesaid, or some of them, all such turnpike roads, railroads, tramroads, footpaths, and other highways, canals, rivers, streams, sewers, drains, pipes, bridges, and aqueducts, 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 of rates, tolls, and duties, for and in respect of the said proposed railway or railways and works, and to grant exemptions from tolls, rates, and duties, and to vary or extinguish all or some of the existing rights or privileges connected with the lands, houses, and other property intended to be taken, or which would in any manner impede or interfere with the objects aforesaid, or contemplated by the said Act or Acts, or any or either of them, and to confer other rights and privileges, and to alter and repeal all or so much of the provisions of any Act or Acts as shall in anywise affect or interfere with the making and maintaining as aforesaid the said railway or railways, and to confer other powers and provisions in lieu thereof. And it is intended to empower the said company, to be incorporated as aforesaid, to raise money for the 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, party, or parties, to undertake the execution of the before-mentioned proposed undertaking, and to sell or let on lease the same or any part thereof to any other company, party, or parties, or

to unite and amalgamate with any other company, party or parties already formed or to be formed, and to enable such other company, party, 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 or parts thereof; and to 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 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 also to authorise the company to be incorporated by the said Act or Acts, or such united or amalgamated or any other company or companies, or party or parties, to enter into such mutual arrangement as may be necessary or expedient for carrying out the purposes and objects of the said intended railway or railways, and works, or of any part thereof, and also to effect and confirm any agreements or arrangement made, or hereafter to be made, for or in respect of the traffic passing, or which may pass on the line of the said intended line of railway or railways, or on the line or works of any other railway company, united or amalgamated with the company incorporated by the said intended Act or Acts, or any or either of them.

And notice is hereby given, that duplicate plans and sections, describing the line, levels, and situation 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 a book of reference to such plans, containing the names of the owners or the reputed owners, lessees or reputed lessees, and occupiers of such lands and property, will be deposited on or before the twenty-ninth day of November in the present year, with the Clerk of the Peace for the county of Surrey, at his office in North-street, Saint Mary, Lambeth, in the county of Surrey, and with the Clerk of the Peace of the county of Kent, at his office at Maidstone, in the county of Kent. And a copy of so much of the said plans and sections as relates to each parish, from, in, or through, or into, which the said intended railway or railways and works are intended to be made, together with a book of reference thereto, will be deposited for public inspection 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 10th day of November, 1845.

<i>Potter and Collingridge,</i> 5, Basinghall-street, London.	} Solicitors.
<i>Lewis and Lewis,</i> 10, Ely-place, Holborn.	
<i>Cadwallader F. Waddy,</i> 13, Fludyer-street, Westminster.	} Parliamentary Agent.

East and West of England Junction Railway, from Northampton to Cheltenham.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for making and maintaining the railway 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 in the parish of Blisworth, in the county of Northampton, at or near the Blisworth station of the London and Birmingham Railway by one or more junction or junctions with the line of the said London and Birmingham Railway, and proceeding to and forming a junction with the Oxford, Worcester, and Wolverhampton Railway, at

or near to Lyneham, in the parish of Shipton-under-Wychwood, in the county of Oxford, and thence proceeding and terminating by a junction with a proposed line of railway to be called the Cheltenham and Oxford Railway, at or near Shipton-under-Wychwood, in the same parish and county, 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 and other places following or some of them, (that is to say,) Blisworth, Gayton, Tiffeld, Greens Norton, including the hamlets of Field Burcote and Duncote, Towcester, including the hamlets of Caldecote, Wood Burcote, and Handley, Abthorpe Fosco, Easton Neston, including the hamlets of Hulcote and Stewardsley or Showsley, Bradden Slapton otherwise Supton, Wapenham, including the hamlets of Astwell and Falcott or Fawcote, Helmdon, otherwise Helmedon, Weston and Loys Weedon, Weedon Lios or Weedon, Pinkney, Milthrop or Mitthrop, Stuchberry otherwise Stutneybury, Sulgrave, Greatworth, Thorpe, Mandeville, Culworth, Edgcote, Chalcombe otherwise Chacombe, Huscote, Middleton, Cheney, Upper Middleton Cheney, Lower Middleton Cheney, Thenford, Marston, Saint Lawrence, Warkworth, Grimsbury, Nethercote otherwise Nethercote Overthorpe, Saint Mary Banbury, Banbury, all in the county of Northampton; Saint Mary Banbury, Banbury, Calthorpe otherwise Calthrop, Hardwicke, Neithrop, Neithorpe otherwise Neethorp, Easington, North Newington, Broughton, Wickham otherwise Wykeham, Lower Tadmarton, Upper Tadmarton, Bloxham, Milcomb otherwise Milcombe, Wigginton, South Newington, Cropredy, Wardington, Upper Wardington; Lower Wardington, Williamscoth otherwise Willscote, Coton, Bourton, Great Bourton, Little Bourton, Grimsbury, Warkworth, Great Tew, Little Tew, Dunthrop, Eastone Heithrop otherwise Heythrop, Shoel otherwise Showell, Northmoor, Little Rollright, Great Rollright, Southrop, Swerford, Hook Norton, Over Norton, Chipping Norton township, Chipping Norton parish, Charlbury, Dean, Spelsbury, Chadlington East, Chadlington West, Salsford, Cornwell, Kingham, Foscott, Pudlicott, Sarsden, Churchill, Ramsden, Bruern Ville, Leafield Fifield, Milton, Langley, Lyneham, Ascot Doiley, Ascot, High Lodge, Ascot-under-Wychwood, Shipton - under - Wychwood otherwise Whichwood, all in the county of Oxford; 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, rivers, streams, sewers, canals, reservoirs, bridges, aqueducts, railways, and tram-roads within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them which it may be necessary to stop up, alter, or divert, for the purposes of the said railway and works.

And it is proposed by the said intended Act or Acts 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 for the purposes 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 intended railway and works, and to vary or extinguish exemptions from the payment of such tolls, rates, and duties, and to confer other rights and privileges.

And it is also proposed in and by the said intended Act or Acts to empower the company to be thereby incorporated, to let on lease or to sell and transfer the said intended railway and works or any part of the same, or the tolls thereof, to the Great Western

Railway Company, and to delegate to such company the execution of all or any of the powers of the said intended Act or Acts; and to authorise such company 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 for the purposes aforesaid, it is further proposed by the said intended Act or Acts to alter, amend, and enlarge, so far as may be necessary, the provisions of the several Acts relating to the Great Western Railway Company.

And notice is hereby further given, that duplicate plans and sections of the said intended railway, 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, and with the Clerk of the Peace for the county of Oxford, at his office at Oxford, on or before the thirtieth day of November instant, 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 railway and works are intended to be made, will be deposited with the parish clerks of those parishes respectively at their respective residences, on or before the thirty-first of December next.

Dated this tenth day of November 1845.

John Bethell, Solicitor for the Bill,

78, King William-street, London Bridge, London.

(No. 1.)

Great North and South Wales and Worcester Railway, terminating at Aberystwyth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session for an Act to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith, commencing at or near John's Town, in the parish of Saint Peter's in the county of the borough of Carmarthen, either by a junction or junctions with the South Wales Railway as at present intended to be made, or by a separate and distinct terminus, and passing thence from, in, through or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial or other places of Saint Peter's, Llanllwch, Saint David's, and Castle Green, some or one of them, in the county of the borough of Carmarthen aforesaid; Abergwilly, Cricklas, Glantawy, Hengil, Veney, Ystyngwilly, Newchurch otherwise Llannewydd, Llanpumpsaint, Abernant, Convil in Elvet otherwise Cynwyl-Elfed, Llanllawddog, Llanfihangel-ar-arth, Llanllwni, Llan-y-bydder otherwise Llan-y-byther, and Pencarreg, some or one of them in the county of Carmarthen; Llandyssil, Borthin, Capel-Ddewi, Faidref, Glandysilved, Llanvair, Llandyssil-uwch-Cerdin, Llandyssil-is-Cerdin, Llanfrene, Llanwenog, Llanwnnen, Lampeter-pont-Stephen, Tref-y-coed, Cellan, Silian, Bettws-Bleddrws, Bettws-leiki, Llanybi, Llanfair-Clydogau, Llanddewybrefy, Dothie-Camddwr, Dothie-Piscottwr, Garthely, Blaen-Penall, Llanio, Gwynfil, Garthely, Garth and Ystrad, Gogoyan, Gorwydd, Prysk and Carvan, Llanbadarn-Odwyn, Caron otherwise Caron-Ys-clawdd, Caron-Uwch-clawdd otherwise Strata Florida, Argoed and Ystrad, Tregaron, Blaencaron, Blaen-Aeron, Croes and Berwyn, Treflyn, Trecefel, Ysptyty-Ystwyth, Ysptyty-Ystradmeirig otherwise Ysptyty-Ystradmeiric, Gwnnws, Gwnnws Ucha and Gwnnws Issa, Lledrod, Llanfihangel-Lledrod, Lledrod Ucha and Lledrod Issa, Rhostie, Llanfihangel-y-croyddin, Llanfihangel-y-

croyddin Ucha, Llanfihangel-y-croyddin Issa, Eglwys-Newydd, Llangrwyddon, otherwise Llan-y-gwryfyon, Llanilar, Llanilar Ucha and Llanilar Issa, Llanychaiarn, Llanafan otherwise Llanavan, Lleganydd, Llanbadarnfawr, Aberystwyth, Issa-Yndre, Ucha-Yndre, Vaynor Ucha, Vaynor Issa, Clarach, Cwm-Rheidol, Broncastellan, Elerch, Llanbadarn-y-Croyddin Issa, Llanbadarn-y-Croyddin Ucha, Trefeing, Melindwr, Parcel Canol, Llancynfelin, Tretaliessin, Llanfihangel-Geneur-Glynn, Ceulan-y-Maes-Mawr, Cyfoeth-y-Brenin, Cynnill-Mawr, Henllys, Scybor-y-Coed, Tyrmynach otherwise Tyr-y-mynach, Penrhylog, Borth, and Eglwys-Fach, some or one of them in the county of Cardigan, and terminating in or near to the town, borough, and liberty of Aberystwyth, in the parish of Llanbadarn-Fawr, in the said county of Cardigan; and also a branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the said before-mentioned railway, in the parish of Llanfihangel-ar-arth aforesaid, in the county of Carmarthen aforesaid, and passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial or other places of Llandyssil, Borthin, Capel-Ddewi, Faidref, Glandysilved, Llanvair, Llandyssil-uwch-Cerdin, Llandyssil-is-Cerdin, Llanfrene, Bangor, Llanfair-or-llwyn, Llangynllo, Llanfair-treflygen otherwise Llanfair-tref-helygon, Llandyfirog, Henllan, Adpar, Brongwyn, Llandygydd, Llechryd, Llangoedmore, Saint Mary Cardigan, some or one of them in the county of Cardigan; Llanfihangel-ar-arth, Llangeler otherwise Llangellar, Llangeler Ucha, Llangeler Issa, Pemboyr otherwise Penboyr, Cenarth otherwise Kenarth, Newcastle-in-Emlyn, Dolbryn, Emlyn, Gellygally, Cilrhedyn otherwise Kilrhedin, some or one of them in the said county of Carmarthen; Cilrhedyn otherwise Kilrhedin, Manor-deivy otherwise Manerdivy, Capel-Coleman otherwise Chapel-Colman, Clydey, Llanfihangel-Penbedw, Cilgerran otherwise Kilgerran, Bridell, Llantood otherwise Llantwyd, Monington, Penrith otherwise Penrhydd, Castellon, Saint Dogmel's otherwise Llan-du-doch, Bridge-End, Cippin, Pant-y-groes and Abbey, some or one of them in the county of Pembroke, and terminating in the parish of Saint Dogmel's otherwise Llan-du-doch, in the said county of Pembroke; and the promoters reserve to themselves the power of limiting their said application for any part or parts of the said railway and branch railway respectively, or for either of them; and in the said Bill power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, chapelries, hamlets, 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 respectively. And it is intended by the said Act to incorporate a company for the purpose of executing the said proposed railway and branch railway, and to give to such company powers for the compulsory purchase of lands and houses required for the construction thereof, and for power to vary or extinguish all rights and privileges which may in any way interfere with the objects aforesaid or any of such objects, and to confer other rights and privileges; and to levy tolls, rates, or duties for and in respect of the use of the said proposed railway and branch railway, and each of them; and to enter into and carry into effect arrangements with the South Wales Railway Company, or any other company or intended company, in reference to the construction of the said proposed railway and branch railway, or any part thereof or of either of

them, and the use and working thereof and of each of them, on such terms and conditions as may be mutually agreed upon, and to enable the said South Wales Railway Company, or any such other company or intended company as aforesaid, to enter into and carry into effect such arrangements, and to raise and provide such funds as may be necessary for those purposes or any of them.

And notice is hereby lastly given, that duplicate plans and sections describing the line and levels of the said proposed railway and 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 next, be deposited 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 Carmarthen, at Carmarthen aforesaid; at the office of the Clerk of the Peace for the county of Carmarthen, at Llandovery, in the said county; at the office of the Clerk of the Peace for the county of Cardigan, at Aberystwyth, in the said county; and at the office of the Clerk of the Peace for the county of Pembroke, at Haverfordwest, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through which the said proposed railway and branch railway will pass, will be deposited on or before the thirty-first day of December next with the parish clerks of such parishes respectively.

Dated this thirty-first day of October in the year of our Lord 1845.

*Bush and Mullens, 7, St. Mildred's-court,
Poultry, London.*

(No. 2.)

Great North and South Wales and Worcester Railway, terminating at Pennal, near Machynlleth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to make and maintain a railway, with all proper works, stations, and other conveniences connected therewith, commencing at or near John's Town in the parish of Saint Peter's in the county of the borough of Carmarthen, either by a junction or junctions with the South Wales Railway as at present intended to be made, or by a separate and distinct terminus, and passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial or other places of Saint Peter's, Llanllwch, Saint David's, and Castle Green, some or one of them, in the county of the borough of Carmarthen aforesaid; Abergwilly, Cricklas, Glantawy, Hengil, Veney, Ystyngwilly, Newchurch otherwise Llannewydd, Llanpumpsaint, Abernant, Convil in Elvet otherwise Cynwyl-Elfed, Llanllawddog, Llanfihangel-ar-arth, Llanllwni, Llan-y-bydder otherwise Llan-y-byther, and Pencarreg, some or one of them in the county of Carmarthen; Llandyssel, Borthin, Capel-Ddewi, Fairdref, Glandysilved, Llanvair, Llandyssel-uwch-cerdin, Llandyssel-is-cerdin, Llanfrene, Llanwenog, Llanwnnen, Lampeter-pont-Stephen, Tref-y-coed, Cellan, Silian, Bettws-Bleddrws, Bettws-leiki, Llangybi, Llanfair-Clydogau, Llanddewybrefy, Dothie-Camddwr, Dothie-Piscottwr, Garthely, Blaen-Pennal, Llanio, Gwynfil, Garthely, Garth and Ystrad, Gogoyan, Gorwydd, Prysk and Carvan, Llanbadarn-Odwyn, Caron otherwise Caron-Ys-clawdd, Caron-Uwch-clawdd otherwise Strata Florida, Argoed and Ystrad, Tregaron, Blaencaron, Blaen-Aeron,

Croes and Berwyn, Treflyn, Trecefel, Ysptyty-Ystwyth, Ysptyty-Ystradmeirig otherwise Ysptyty-Ystradmeiric, Gwnnws, Gwnnws Ucha and Gwnnws Issa, Lledrod, Llanfihangel-Lledrod, Lledrod Ucha, and Lledrod-Issa, Rhostie, Llanfihangel-y-croyddin, Llanfihangel-y-croyddin Ucha, Llanfihangel-y-croyddin Issa, Eglwys-Newydd, Llangrwyddon otherwise Llan-y-gwryrfon, Llanilar, Llanilar Ucha and Llanilar Issa, Llanychaiarn, Llanasan otherwise Llanavari, Llegan-ydd, Llanbadarnfawr, Aberystwyth, Issa-Yndre, Ucha-Yndre, Vaynor Ucha, Vaynor Issa, Clarach, Cwm-Rheidol, Broncastellan, Elerch, Llanbadarn-y-Croyddin Issa, Llanbadarn-y-Croyddin Ucha, Trefeirig, Melindwr, Parcel Canol, Llancynfelin, Trefaliessin, Llanfihangel-Geneur-Glynn, Ceulan-y-Maes-Mawr, Cyfoeth-y-Brenin, Cynmill-Mawr, Henllys, Scybor-y-Coed, Tyrmynach otherwise Tyr-y-mynach, Penrhylog, Borth, and Eglwys-Fach, some or one of them in the county of Cardigan; Machynlleth, Llanwrin, Isygarreg, Uwchygarreg, Penegos, Isycoed, Uwchycoed, Blaenglesyrch, Rhiwgwreiddyn, Glynceiriog otherwise Glyncaerig, Llanfêchan, Doll and Garsion, some or one of them in the county of Montgomery; Pennal, Pennal Issa, Pennal Ucha, Tŵyn, Cefnrhos Issa, Cefnrhos Ucha, Cynalfach, Cynalfawr, Dauddyfryn, Faenol otherwise Vaenol or Vainol, Trefrion, Llanerchgoeddiog, Maesytreffnant, Llanllwyde, and Gwyddylyfnydd, some or one of them in the county of Merioneth, and terminating in the parish of Pennal, in the county of Merioneth, at or near to a certain bridge called Pont-ar-Dyfi in the said parish of Pennal and county of Merioneth; and also a branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the said beforementioned railway in the parish of Llanfihangel-ar-arth aforesaid, in the county of Carmarthen aforesaid, passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial, or other places of Llandyssel, Borthin, Capel-Ddewi, Fairdref, Glandysilved, Llanvair, Llandyssel-uwch-cerdin, Llandyssel-is-cerdin, Llanfrene, Bangor, Llanfair-or-llwyn, Llangynllo, Llanfair-treflygen otherwise Llanfair-trefhelygon, Llandyfriog, Henllan, Adpar, Brongwyn, Llandygwydd, Llechryd, Llangoedmore, Saint Mary Cardigan, some or one of them in the county of Cardigan; Llanfihangel-ar-arth, Llangeler otherwise Llangellar, Llangeler Ucha, Llangeler Issa, Penboyr otherwise Penboyr, Cenarth otherwise Kenarth, Newcastle in Emlyn, Dolbryn, Emlyn, Gellygally, Cilrhedyn otherwise Kiltrhedyn, some or one of them in the said county of Carmarthen; Cilrhedyn otherwise Kiltrhedyn, Manor-deivy otherwise Maner-divy, Capel-Coleman otherwise Chapel-Coleman, Clydey, Llanfihangel-Penbedw, Cilgerran otherwise Kilgerran, Bridell, Llantood otherwise Llantyd, Monington, Penrith otherwise Penrhydd, Castellon, Saint Dogmel's otherwise Llan-du-doch, Bridge-End, Cippin, Pant-y-groes and Abbey, some or one of them in the county of Pembroke, and terminating in the parish of Saint Dogmel's otherwise Llan-du-doch, in the county of Pembroke aforesaid; and the promoters reserve to themselves the power of limiting their said application for any part or parts of the said railway and branch railway respectively, or for either of them; and in the said Bill power will be applied for to deviate from the line or lines laid down on the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, chapelries, hamlets, 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 respectively; and it is intended by the said Act to incorporate

a company for the purpose of executing the said proposed railway and branch railway, and to give to such company powers for the compulsory purchase of lands and houses required for the construction thereof, and for power to vary or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, or any of such objects, and to confer other rights and privileges; and to levy tolls, rates, or duties for and in respect of the use of the said railway and branch railway, and each of them, and to enter into and carry into effect arrangements with the South Wales Railway Company, or any other company, or intended company, in reference to the construction of the said intended railway and branch railway, or any part thereof, or of either of them, and the use and working thereof, and of each of them, on such terms and conditions as may be mutually agreed upon, and to enable the said South Wales Railway Company, or any such other company or intended company as aforesaid, to enter into and carry into effect such arrangements, and to raise and provide such funds as may be necessary for those purposes, or any of them.

And notice is hereby lastly given, that duplicate plans and sections, describing the line and levels of the said proposed railway and 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 next, be deposited 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 the borough of Carmarthen, at Carmarthen aforesaid; at the office of the Clerk of the Peace for the county of Carmarthen, at Llandovery, in the said county; at the office of the Clerk of the Peace for the county of Cardigan, at Aberystwyth, in the said county; at the office of the Clerk of the Peace for the county of Montgomery, at Pool otherwise Welchpool, in the said county; at the office of the Clerk of the Peace for the county of Merioneth, at Broneryi, in the said county; and at the office of the Clerk of the Peace for the county of Pembroke, at Haverfordwest, in the said county; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes through which the said proposed railway and branch railway will pass, will be deposited on or before the thirty-first day of December next with the parish clerks of such parishes respectively.

‡ Dated this thirty-first day of October 1845.

Bush and Mullens, 7, St. Mildred's-court, Poultry, London.

(No. 3.)

Great North and South Wales and Worcester Railway, terminating at Bala.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to make and maintain a Railway, with all proper works, stations, and other conveniences connected therewith, commencing at or near John's Town, in the parish of Saint Peter's, in the county of the borough of Carmarthen, either by a junction or junctions with the South Wales Railway as at present intended to be made, or by a separate and distinct terminus, and passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial, or other places of Saint Peter's, Llanllwch, Saint David's, and Castle Green, some or one of them, in the county

of the borough of Carmarthen aforesaid; Abergwilly, Cricklas, Glantawy, Hengil, Veney, Ystyngwilly, Newchurch otherwise Llannewydd, Llanpumpsaint, Abernant, Convil in Elvet otherwise Cynwyl-Elfed, Llanllawddog, Llanfihangel-ar-arth, Llanllwni, Llan-y-bydder otherwise Llan-y-byther, and Pencarreg, some or one of them in the county of Carmarthen; Llandyssil, Borthin, Capel-Ddewi, Faidref, Glandysilved, Llanvair, Llandyssil-uwch-cerdin, Llandyssil-is-cerdin, Llanfrene, Llanwenog, Llanwnnen, Lampeter-pont-Stephen, Tref-y-coed, Cellan, Silian, Bettws-Bledrws, Bettws-leiki, Llangybi, Llanfair-Clydogau, Llanddewybrefy, Dothie-Camddwr, Dothie-Piscottwr, Garthely, Blaen-Penall, Llanio, Gwynfl, Garthely, Garth and Ystrad, Gogoyan, Gorwydd, Prysk and Carvan, Llanbadarn-dwyn, Caron otherwise Caron-Ys-clawdd, Caron-Uwch-clawdd otherwise Strata Florida, Argoed and Ystrad, Tregaron, Blaencaron, Blaen-Aeron, Croes and Berwyn, Treflyn, Trecefel, Ysptyty-Ystwyth, Ysptyty-Ystradmeirig otherwise Ysptyty-Ystradmeiric, Gwnnws, Gwnnws Ucha and Gwnnws Issa, Lledrod, Llanfihangel-Lledrod, Lledrod Ucha and Lledrod Issa, Rhosie, Llanfihangel-y-croyddin, Llanfihangel-y-croyddin Ucha, Llanfihangel-y-croyddin Issa, Eglwys-Newydd, Llangrwyddon otherwise Llan-y-gwryrfon, Llanilar, Llanilar Ucha and Llanilar Issa, Llanychaiani, Llanafan otherwise Llanavan, Lleganydd, Llanbadarn-fawr, Aberystwyth, Issa-Yndre, Ucha-Yndre, Vaynor Ucha, Vaynor Issa, Clarach, Cwm-Rheidol, Broncastellan, Elerch, Llanbadarn-y-Croyddin Issa, Llanbadarn-y-Croyddin Ucha, Trefeirig, Melindwr, Parcel Canol, Llancafnellin, Tretaliessin, Llanfihangel-Geneur-Glynn, Ceulan-y-Maes-Mawr otherwise Ceulan and Maesmawr, Cyfoeth-y-Brenin, Cynnill-Mawr otherwise Cynnyllmawr, Henllys, Scybor-y-Coed, Tyrynach otherwise Tyr-y-mynach, Penrhyllog, Borth, and Eglwys-Fach, some or one of them in the county of Cardigan; Machynlleth, Cemmes, Brynuchel, Gwernybwlch, Tafolog, Darowen, Caerseddfan, Noddfa, Llanbrynmair, Dolgadfan, Pennant, Rhiewsaion, Tirymynach, Trefolwern, Llanwrin, Isygarreg, Uchygarreg, Penegos, Isycoed, Uwchycod, Blaenglesyrch, Rhiwgwreiddyn, Glynceiriog, otherwise Glyncaerig, Llanfechan, Doll, Garsion, Llanwddyn, Abermarchant, Garthbwlch, Llan, Rhiewargor, Spotty, Pennant, Cornorion, Cwmlllech, Dwffrwd, Garthgelynen-Fawr, Garthgelynen-Fechan, Pangwern, Garthbeibio, Llan-gadfan, Blowty, Bryn-gwaeddan, Cowny, Cyffin, Maelemystyn, Moelfeliarth, Mallwyd and Caereinion-fechan, some or one of them in the county of Montgomery; Pennal, Pennal Issa, Pennal Ucha, Townyn, Cefnrhos Issa, Cefnrhos Ucha, Cynfalfach, Cynfalfawr, Daudyfryn, Faenol otherwise Vaenol or Vainol, Trefrion, Llanerchgoediog, Maesytrfnant, Gwydylyfynydd, Mallwyd, Camlan, Cerist, Dinas otherwise Dinas-Mowddwy, Dugoed, Gartheiniog, Maesyglasey otherwise Maes-y-glasiau, Llanymowddwy, Cowarch otherwise Cwarch, Cwmceiwydd, Llanerchfydda, Pennant, Llanuwchllyn, Castell, Cynllwyd, Penanlliw otherwise Penanllyn, Penarran, Llandderfel, Caergeliog, Crogen, Cynlas, Doldrewyn, Llaithgwm, Llan Llandderfel, Nantfrayer, Selwrn, Llanfawr, Bettws, Ciltalgarth, Garn, Llan, Nantlleidiog, Penmaen, Rhiwaedog Isafon, Rhiwaedog Uwchafon, Ucheldre, Llangower, Llangower Isafon, Llangower Uwchafon, Llanicyl otherwise Llanikyl, Uwchmynydd, Strefflyn, Maestron, Ismynydd, Cyffty, and Bala, some or one of them in the county of Merioneth, and terminating at or near the town of Bala, in the parish of Llanicyl otherwise Llanikyl aforesaid, in the county of Merioneth aforesaid; and also a branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the said before-mentioned railway in the parish of Llanfihangel-ar-arth

aforesaid, in the county of Carmarthen, aforesaid, passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial, or other places of Llandyssil, Borthin, Capel-Ddewi, Fairdref, Glandysilwed, Llanvair, Llandyssil-uwch-cerdin, Llandyssil-is-cerdin, Llanfrene, Bangor, Llanfair-or-llwyn, Llangynllo, Llanfair-treflygen otherwise Llanfair-trefhelygon, Llandyfriog, Henllan, Adpar, Brongwyn, Llandygywydd, Llechryd, Llangoedmore, Saint Mary Cardigan, some or one of them in the county of Cardigan, Llanfihangel-ar-arth, Llangeler otherwise Llangellar, Llangeler Ucha, Llangeler Issa, Pemboyr otherwise Penboyr, Cenarth otherwise Kenarth, Newcastle in Emlyn, Dolbryn, Emlyn, Gellygally, Cilrhedyn otherwise Kilrhedyn, some or one of them in the said county of Carmarthen; Cilrhedyn otherwise Kilrhedin, Manordeiyr otherwise Maner-divy, Capel-Coleman otherwise Chapel-Colman, Clydey, Llanfihangel-Penbedw, Cilgerran otherwise Kilgerran, Bridell, Llantood otherwise Llantwyd, Monington, Penrith otherwise Penrhydd, Castell, Saint Dogmel's otherwise Llan-du-doch, Bridge-End, Cippin, Pant-y-groes and Abbey, some or one of them in the county of Pembroke, and terminating in the parish of Saint Dogmel's, otherwise Llan-du-doch, in the county of Pembroke aforesaid; and also another branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the before-mentioned railway in the parish of Pennal, in the county of Merioneth aforesaid, at or near a certain bridge called Pont-ar-Dyfi, in the said parish and county, and passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial, or other places of Pennal, Pennal Issa and Pennal Ucha, some or one of them in the said county of Merioneth; Machynlleth, Doll, Garrison, Isygarreg, Uchygareg, Llanwrin, Penegos, Isycoed, Uwchycod, Darowen, Caerseddfan, Noddia, Cemmes, Brynuchel, Gwernybwlch, Tafolog, Llanbrynmair, Dolgadfan, Pennant, Rhiewsaion, Tirywnach, Trefolwern, Carno, Derlwyn, Llysyn, Trowscoed, Llanwnog, Caersws, Esgob and Castle, Surnant, Uchlawrcoed, Weeg, Tref-Eglwys, Llandinam, Carned, Dethydd, Eskirmaen, Gwernerin, Hengynwydd, Llandinam, Maesmawr, Rhydfaes, Trewythan, Penstrowed, Llangirrig, Cefnhafofan, Glynhafren-Uchcoed, Glynbrochan, Glyngynwith, Llanywared, Llanyfyny, Llanidloes, Aberhafesp, Berriew, Bettws, Llandyssil, Llanllugan, Llanllwchaiarn, Aberbechan, Gwestydd, Hendidley, Kilcowen, Llanmerewig, Llanwyddelan, Pencoed, Penymes, Treganol, Manafon, Dwyriew, Manafon-Gaynog, Manafon-Llan, Manafon-Llys, Tregynon, Aberhale, Llanfechan, Pwllan, Newtown, and Dyffrin-Llanfair, some or one of them in the county of Montgomery, and terminating at or near the borough of Newtown, in the parish of Newtown, in the county of Montgomery aforesaid; and also another branch railway, with all proper works, stations, and other conveniences connected therewith, commencing by a junction with the before-mentioned railway, in the parish of Llanuwchllyn, in the county of Merioneth aforesaid, and passing thence from, in, through, or into the several parishes, towns, townships, boroughs, liberties, chapelries, hamlets, and extra-parochial, or other places of Llanuwchllyn, Castell, Cynllwyd, Pennanlliw otherwise Penanlllyn, Penarran, Llanfachreth, Nannau Isafon, Nannau Uwchafon, Dolgelly, Brithdir Isa, Brithdir Ucha, Cefnyr-Owen, Dolgledr, Dyffryddan, and Garthgynfawr, some or one of them in the said county of Merioneth, and terminating at or near the town of Dolgelly, in the parish of Dolgelly, in the county of Merioneth aforesaid; and the promoters reserve to themselves the power of limiting their said application

for any part or parts of the said railway and branch railways respectively, or for either of them. And in the said Bill power will be applied for to deviate from the line or lines laid down, on the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike roads, aqueducts, canals, navigations, and railways within the parishes, townships, chapelries, hamlets, 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 railways respectively. And it is intended by the said Act to incorporate a company for the purpose of executing the said proposed railway and branch railways, and to give to such company powers for the compulsory purchase of lands and houses required for the construction thereof, and for power to vary or extinguish all rights and privileges which may in any manner interfere with the objects aforesaid, or any of such objects, and to confer other rights and privileges; and to levy tolls, rates, or duties for and in respect of the use of the said railway and branch railways, and each of them; and to enter into and carry into effect arrangements with the South Wales Railway Company, or any other company or intended company in reference to the construction of the said intended railway and branch railways, or any part thereof, or of either of them, and the use and working thereof and of each of them, on such terms and conditions as may be mutually agreed upon, and to enable the said South Wales Railway Company or any such other company or intended company as aforesaid, to enter into and carry into effect such arrangements, and to raise and provide such funds as may be necessary for those purposes or any of them.

And notice is hereby lastly given, that duplicate plans and sections describing the line and levels of the said proposed railway and branch railways, 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 next be deposited 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 the borough of Carmarthen at Carmarthen aforesaid; at the office of the Clerk of the Peace for the county of Carmarthen at Llandovery, in the said county; at the office of the Clerk of the Peace for the county of Cardigan at Aberystwyth, in the said county; at the office of the Clerk of the Peace for the county of Montgomery, at Pool otherwise Welchpool, in the said county; at the office of the Clerk of the Peace for the county of Merioneth, at Broneryri, in the said county; and at the office of the Clerk of the Peace for the county of Pembroke at Haverfordwest, in the said county; and that a copy of so much of the said plans, sections and books of reference as relates to each of the parishes through which the said proposed railway and branch railways will pass, will be deposited on or before the thirty-first day of December next with the parish clerks of such parishes respectively.

Dated this thirty-first day of October, 1845.

Bush and Mullens, 7, St. Mildred's Court, Poultry, London.

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 some parts thereof, with proper works and conveniences connected therewith, commencing at or near the town and borough of Shrewsbury by a distinct terminus, or

by a junction with the Shrewsbury and Hereford, Shrewsbury and Wolverhampton, Shrewsbury, Newtown and Aberystwith Railway, or either of them, or any other railway or railways at or near the said town and borough of Shrewsbury, in the county of Salop, and terminating at or near to the town of Wem either by a distinct terminus or by a junction with the Shropshire Union Railway, or any other railway or railways, at Wem, in the said county of Salop, with all proper works and conveniences connected therewith respectively, and which said railway or railways are intended to pass from, in, through, or into the several following parishes, townships, and extra-parochial or other places, or some of them (that is to say), Saint Mary, Sun and Ball, Coton otherwise Cotton Hill, Castle Foregate, Greenfields, Spring Gardens, The Factory otherwise Manufactory, New Park, The Shrewsbury Baths, Berwick, Upper Berwick, Pimley, Berwick House, Dog Kennel, Old Heath, Old Heath House, Old Heath Cottage, Old Heath Turnpike, Ditherington, Pimley, Cross Hill, Rose Hill, Almond Park, Cardistone otherwise Carson, Harlescott, Cross Green, Albright-lee, Albright Hussey, Sunderton, Sundorne otherwise Sundorne Park, otherwise Sundorne Castle Demesne, Leaton Knolls, Newton, Mount Pleasant, Uffley, Battlefield, Haughton, Camp, Broad Oak, Albright Hussey, Pearhill, Wheatly, Abrey Wood otherwise Ebrey Wood, Ball Cover otherwise Ball Copse, Albrighton, Pigeon Ruff, Upper Astley, Astley Leaton, Heath Farm, Bings Heath, Preston Gubballs otherwise Preston Goballs, The Hayes, Albion Hayes, Hadnall Wood, Astley Lodge, Astley, Hadnall, The Plex, Gayden Lane, Hatch Lane, Old Wood, Haston, Merrington, Old Wood, Hadnall Heath, Shawbury Heath, Pimhill, Lea Hall, Smethcote, Cats-hole, The Hayes, the Black Birches otherwise The Birches, Hardwicke Grange, The Lodge otherwise Hardwicke Lodge, Shotton House, Fennemere, Shotton Houses, Yoretton, Yoretton Heath, Sandy Lane, Harmer Hill, Pimhill, Middle, the Castle, Newton, Broughton, Yorton, Sansaw, Woodstie, Acton Reynald, Acton Leeward, Middle Wood, Balderton, Grinshill, Grinshill Grove, Moreton Green, Hooson, Bilmarsch, Holebrook, Clive, Clive Wood, Preston Brockhurst, Preston Brockhurst Hall, Burlton, Halfway House Burlton, Lion's Wood, Trench Farm, Higher Trench Farm, Red Hill, Besford, Red Hill, Petton, Blamwood, Sleap, Sleap Hall, Tilley Park, Lower Trench Farm, Trench, One House otherwise the Wain House, Moreton Corbett otherwise Moreton Corbet, Moreton, The Takins otherwise The Takings, Petton, Baschurch, Little Ness, Great Ness otherwise Ness Strange, Yeaton, Grafton Mostyn, Lee Bridge, Wackley, Burlton Mill, Sleap otherwise Slape, Ruewood, Tilley, Woodhouse, Tilley Green, Palms Hill, Preston Springs, Moat House, Lee Brockhurst, Noneley, Common Wood, Wood House, Moat House, Chaise Farm otherwise Cheese Farm, The Nursery, Barkers Green, The Hill Farm, Brick Kiln, Weston, Woodgate, Loppington, The Ditches, Belle Vue, Wem, The Rectory, The Lane Farm, Aston, Alsery Lane, Brockhurst, English Frankton, Horton, Holloway Moor, Loppington, Horton Gate, Horton, Lowe Hill, Pims Farm, Creamore Bank, Creamore House, Lacon, Brook House, Souldon Hall, Souldon, Neptune's Whim, Pimhill, Staunton otherwise Stanton Shawbury, Hadnall, The Chapelry of Hadwall, Baschurch, Fitz, Ruyton-of-the-eleven-Towns, Prescott, Mockhall, Newton, Mount Pleasant, Leaton Knolls otherwise Leighton Knolls, Cross Green, The Liberties of the Castle of Shrewsbury, The Liberties of the Chapelry of the Castle of Shrewsbury, The Extra-Parochial part of the Liberties of the Castle of Shrewsbury, Saint Alkmond, Albrightlee, Harlescott,

Hencott, Battlefield, Broughton, Saint Chad, Longnor, Fitz, Grinshill, Grinshill Haughmond, Saint Mary, Albrighton, Astley, Berwick, Clive, Harlescott, Leaton, Newton, Wollascott otherwise Woollascott, Middle Hadnall, Preston Gubballs, Merrington, Uffington, Hodnett, Weston-under-Red-Castle, Moreton Corbett, Preston, Brockhurst, Shawbury, Acton Reynold, Besford, Edgobolton otherwise Edgebol, Muckleton, Preston, Brockhurst, Shawbury, Wytheford Magna, Wytheford Parva, Wem, Aston, Cotton, Edstaston, Horton, Lacon, Lowe and Ditches, Newtown, Northwood, Sleap, Souldon, Tilley and French otherwise Tilley and Trench, Wem, Wolverley otherwise Woolverley, Lee Brockhurst, Prees, Whixall, Harcourt, Harcut, Harcut Mill, Tilstock, Atcham, Saint Julian, Meole Brace otherwise Brace Meole, Baschurch, Baschurch Birch, Boreatton otherwise Bratton, Eyton, Fennemere, Merehouse otherwise Murhouse, Little Ness Newtown, Prescott, Stanwardine-in-the-Wood, Stanwardine-in-the-Fields, Walford, Weston, Lullingfield, Yeaton, Montford, Ensdon, Great Ness, Alderton, Felton Butler, Hop-ton, Kinton, Nesscliffe otherwise Nescliff, Great Ness, Little Ness, Wilcott, Petton, Shawardine, Loppington, Burlton, Loppington, Nonely otherwise Nonley, Middle, Balderton, Marton, Middle, Newton, Sleap, Saint Alkmond, Saint Chad, Holy Cross and Saint Giles, Saint Julian, Saint Mary, Meole Brace otherwise Brace Meole, Frankwell, Abbey Foregate, Coleham, Cotton otherwise Coton Hill, Castle Foregate, The Liberties of Shrewsbury, The Out-Liberties of Shrewsbury, Bradford North, Bradford South, Bradford, Conover, Ford, Oswestry, Overs, Pimhill, Shrewsbury, Albrighton, The Castle of Shrewsbury, or some, or one of them, all in the said county of Salop; and that it is intended by such Act or Acts to incorporate a company or companies with powers to make and maintain the said railways and works, and to purchase by compulsion or agreement all houses and lands required for the completion of the same, and to vary or extinguish all existing rights and privileges connected with the said houses and land, or which would in any manner interfere with the objects aforesaid, and to cross, divert, alter, or stop up either temporarily or permanently all such turnpike and other roads, canals, navigations, and streams within the said parishes, townships, and extra-parochial and other places, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works, and to deviate in the construction of the said railways from the line thereof shown on the plans hereinafter-mentioned to the extent defined on the same, and to levy tolls, rates, and duties, for the use of the said railways, and to confer other rights and privileges. And notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to the said plans containing the names of the owners, or reputed owners, lessees, or reputed lessees and occupiers of such lands, will be deposited on or before the thirtieth day of November instant, at the office of the Clerk of the Peace for the county of Salop, at Shrewsbury for the said county of Salop, and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the several parishes in, or through which the said 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 the respective parishes.

Eleventh November 1845.

Henry Jones, Shrewsbury; Edmund Garbett, Wellington; Cornwall Baron Wilson, 13, Furnival's Inn; Solicitors; Parliamentary Offices, 4, Bridge-street, Westminster.

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 in the parishes of Saint Michael and Saint John, or one of them, in the town and county of the town of Southampton, at or near to the Royal Pier at Southampton, and to terminate in the borough of Andover in the county of Southampton, 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, In the town and county of the town of Southampton, Saint Mary Holy Rhood otherwise Holy Rood, Saint Michael, Saint John, Saint Lawrence, All Saints infra, All Saints extra, the Shore and Mudlands of the town and county of the town of Southampton, In the county of Southampton, Millbrook otherwise Milbrook, Freemantle, Hill and Sidford, the Shore and Mudlands within high-water mark, the Shore and Mudlands of the Southampton water in Millbrook otherwise Milbrook, and in Testwood and Eling otherwise Ealing, Sidford Langley, Redbridge, Shirley, Ealing otherwise Eling, North Ealing otherwise Eling, Tutchbury, South Ealing otherwise Eling, Wigley, Testwood, Wade and Ower, Moor Court Farm, Nursling otherwise Nutshalling, Grove-place, Lee otherwise Lea, Romsey extra, Scudamore otherwise Skidmore, Chilworth, North Stoneham, South Stoneham, Ashfield, Woodbury otherwise Woodley, East Grove, North Baddesley, Romsey extra, Mainstone, Ranvills, Sparshot, Wools, Cupernham otherwise Kippernham, Fishlake otherwise Fishlett, Cupernham otherwise Kippernham, Fishlake otherwise Fishlett, Timsbury Fishlake otherwise Fishlett, Romsey infra, Cherville-street, Market-place, Middle Bridge-street, Broughton including Oakley Mead and Pittleworth, Frenchmore East Wellow, Embley, West Wellow, Babelins, Ashley Meads, Upper Great-bridge, Lower Great-bridge, Timsbury, Sheffield English, Hursley Mitchelmarsh otherwise Mitchelmersh otherwise Michælmersh otherwise Michaelmarsh Awbridge, Dunwood Farm, Brashfield, Stanbridge Roke Kembridge otherwise Kimbridge, Stoney Marsh, Mottisfont, Spearywell otherwise Spearwell otherwise Spirewell, Great Bentley, Little Bentley, Upper Eldon otherwise Eltan, Lower Eldon otherwise Eltan, Brook Compton, Compton and Brook, Horsebridge, Stubhide King Sombourn otherwise Sombourn Regis otherwise Kingsombourne otherwise Kingsomborne, Little Sombourn otherwise Sombourn Parva otherwise Little Somborne, Up Sombourn, Ashley, Farley Chamberlayne, Slackstead Bossington, Lockerley, East Titherley otherwise Tytherley otherwise Tudorley, West Titherly otherwise Tytherley otherwise Tudorley, Broughton Houghton including Houghton Drayton and North Houghton, Stockbridge, Mill-street, White-street, Stockbridge, Longstock, King Somborne, Upper Somborne, Compton, and Brook, Stubhide, Leckford, Leckford Abbess, Leckford Abbots, Leckford Riches, Barton Stacey, Newton Stacey, Bransbury, Chilbolton, Westover, Titcombe otherwise Kitcombe otherwise Tescombe-bridge, Cottonworth, Fullerton, Wherwell, West Aston, East Aston, Forton, Middleton, Long Parish, Goodworth, Clatford, Goodworth Clatford otherwise Lower Clatford, Up Clatford otherwise Upper Clatford, Little Ann, Abbots Ann, Eastanton Finchley otherwise Finkley, Little London Woodhouse, Smannell otherwise Swanhill, King's Enham otherwise Enham Regis Hatherden, Charlton, Priory, Winchester-street, Alderman the Great, Andover otherwise Andevor.

And it is intended to apply for powers to make lateral deviations from the line of the proposed railway to the extent or within the limits defined upon the plans hereinafter mentioned, and also to cross, divert, alter, or stop up temporarily or permanently all such turnpike roads, parish roads, streets, 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 on or before the thirtieth day of November 1845, 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 town and county of the town of Southampton at his office in Southampton, and with the Clerk of the Peace for the county of Southampton, at his office at Winchester in the said county of Southampton, 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 and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

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

And notice is hereby further given, that it is also intended by the said Bill or Bills to enable the company or companies to be thereby incorporated to purchase and take by compulsion or otherwise, and to stop up or otherwise discontinue as a canal, and to appropriate to the purposes of the said intended railway and works so much of the Andover Canal or the branch or branches thereof as is or are situate within the several parishes or places of Andevor, Upper Clatford, Goodworth, Clatford, Westover, Wherwell, Fullerton, Chilbolton, Leckford, Stockbridge, King's Somborne, Mitchelmersh, Timsbury, Rumsey, Nursling, Millbrook, Redbridge, or some of them.

And it is proposed by the said Bill or Bills to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to a projected company for making a railway from Didcot, in the county of Berks, to Andover aforesaid, or any other railway company now or hereafter to be incorporated, or other persons with whose line the said intended railway and works may unite, and to carry into effect and confirm any agreements or arrangements made or hereafter to be made with such company or any such other companies or persons aforesaid in any manner relating to the said intended railway and works and the traffic thereof, and to delegate to the said company or such other companies or persons as aforesaid the execution of all or any of the powers of the said intended Bill or Bills, and to authorise the said company or other 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 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, 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 hereby proposed to be incorporated, or the subscribers to the said undertaking, with the said company for making a railway from Didecot to Andover, or any such other company 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 railway and works, and to take tolls in respect thereof.

Dated this eighth day of November 1845.

Bolton, Merriman, and Dunning, 25, Austin Friars, London; Mackey and Girdlestone, Southampton; Harry Footner, Andover.

Buxton, Macclesfield, Congleton, and Crewe Railway.

(Buxton, Macclesfield, and Congleton Line.)

NOTICE is hereby given, that an application is intended to be made to Parliament in the ensuing session for an Act to authorize the construction of a railway with all proper works, stations, and conveniences connected therewith, commencing at or near Fairfield, in the parish of Hope, in the county of Derby, by a junction with the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway at or near Fairfield aforesaid, and at or near the junction of his Grace the Duke of Devonshire's private carriage-way with the Buxton and Bakewell turnpike road, otherwise the road leading from the town of Buxton, in the township of Buxton, in the parish of Bakewell, all in the said county of Derby, and terminating at or near some point in Park-lane in the town or borough of Congleton, in the township of Congleton, in the parish of Astbury, in the county of Chester, and which said intended railway and the works, stations, and conveniences connected therewith, will be situated in or pass from, in, through, or into the several parishes, townships, and extra-parochial places hereinafter mentioned, some or all of them, that is to say, Bakewell, Hope, Hartington, Upper Hartington, the township or chapelry of Buxton, in the parish of Bakewell, the townships or chapelries of Fairfield and Furnilee, in the parish of Hope, Burbage and Axe Edge, all in the county of Derby; the township or chapelry of Quarnford, in the parish of Allstonefield, Flash, the townships or chapelries of Leek Frith, Meerbrook, Heaton, Rushton Spencer, Rushton James in the parish of Leek, and Leek, all in the county of Stafford; and the townships or chapelries of Wildboarclough, Winkle otherwise Wincle otherwise Winker otherwise Wincell, Bosley otherwise Boseley otherwise Bosley and Lea, or Boseley and Lea otherwise Lea Bosley, or Lea Boseley, and North Rode otherwise North Road, in the parish of Prestbury, the townships or chapelries of Buglawton otherwise Lawton, and Congleton, in the parish of Astbury, in the county of Chester. And to authorize the construction of a branch railway, with all proper works, stations, and conveniences connected therewith, com-

mencing by a junction with the said intended railway in the township or chapelry of Bosley otherwise Boseley, otherwise Bosley and Lea, or Boseley and Lea, otherwise Lea Bosley, or Lea Boseley, in the parish of Prestbury, or in the township of Buglawton otherwise Lawton, in the parish of Astbury, both in the said county of Chester, and terminating in the township or borough of Macclesfield, in the said parish of Prestbury, and county of Chester, and passing from, in, through, or into the several parishes, townships, or places following, that is to say, the townships or chapelries of Bosley otherwise Boseley, otherwise Bosley and Lea, or Boseley and Lea, otherwise Lea Bosley, or Lea Boseley, North Rode otherwise North Road, Sutton and Macclesfield, in the parish of Prestbury, and the parish or township of Gawsorth, or some or all of them, all in the said county of Chester.

And notice is hereby further given, that plans and sections, describing the line or situation and levels of the said intended railway branch and works, and describing also the lands and property 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 the said lands and property, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Derby, at his office, at Chesterfield, in the said last-mentioned county; and with the Clerk of the Peace of the county of Stafford, at his office, at Stafford, in the said last-mentioned county; and with the Clerk of the Peace of the county of Chester, at his office, in Chester, in the said last-mentioned county; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, townships, or places in or through which the said railway and branch and works are intended to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those last-mentioned parishes, townships, or places respectively.

And it is also intended to take powers in the said Act to make lateral deviations from the line or lines of the said proposed railway and branch, works, and stations, to such extent as will be defined on the said plans; and to cross, alter, divert, or stop up such turnpike-roads, parish-roads, and other highways, streams, rivers, watercourses, navigations, canals, and railways, within the several parishes, townships, and extra-parochial places before-mentioned, or some of them, as it may be necessary to cross, alter, divert, or stop up, for the purposes of the said railway and branch or works.

And it is further proposed by the said intended Act, to authorise the sale or lease of the said intended railway and branch to any existing company, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act, in connection therewith, and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway branch and works, or any or either of them, or any part thereof respectively, and to enter into such other arrangements as may seem expedient.

And it is also proposed by the said intended Act, to incorporate a company for constructing and carrying into effect the said railway and branch, works, stations, and conveniences, with powers to purchase

lands and houses by compulsion or agreement, for the purposes thereof, and with powers to levy tolls, rates, and duties, in respect of the said railway and branch, works, stations, and conveniences, and to grant such exemptions from such tolls, rates, and duties, as to such company shall seem meet.

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

Dated this seventh day of November 1845.

John Latham,
George Sawkins, } Solicitors.

Buxton, Macclesfield, Congleton, and Crewe
Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction of a railway, with all proper works, stations, and conveniences connected therewith, commencing at or near Fairfield, in the parish of Hope, in the county of Derby, by a junction with the proposed Manchester, Buxton, Matlock, and Midlands Junction Railway, at or near Fairfield aforesaid, and at or near the junction of his Grace the Duke of Devonshire's private carriage-way with the Buxton and Bakewell turnpike-road, otherwise the road leading from the town of Buxton, in the township of Buxton, in the parish of Bakewell, all in the said county of Derby, and terminating by a junction with the Manchester and Birmingham Railway in the township of Crewe, in the parish of Barthomley, or in the township of Monks Coppenthal, in the parish of Coppenthal, both in the county of Chester, and which intended railway, and the works, stations, and conveniences connected therewith, will be situated in, or pass from, in, through, or into the several parishes, townships, and extra-parochial places hereinafter mentioned, some or all of them; (that is to say), Bakewell Hope, Hartington, Upper Hartington, the township or chapelry of Buxton, in the parish of Bakewell, the townships or chapelries of Fairfield and Furnilee, in the parish of Hope Burbage, and Axe Edge, all in the county of Derby; the township or chapelry of Quarnford, in the parish of Allstonefield Flash, the townships or chapelries of Leek Frith Meerbrook, Heaton, Rushton Spencer, Rushton James, in the parish of Leek, Leek, Biddulph, and Over Biddulph otherwise Overton Middle Biddulph, and Nether Biddulph, all in the county of Stafford; and the townships or chapelries of Wildboar Clough, Winkle otherwise Wincle, otherwise Winker, otherwise Wincell, Bosley otherwise Boseley, otherwise Bosley and Lea, or Boseley and Lea, otherwise Lea Bosley, or Lea Boseley, and North Rode otherwise North Road, in the parish of Prestbury, the townships or chapelries of Buglawton otherwise Lawton, Congleton, Astbury otherwise Newbold Astbury, Moreton otherwise Moreton-cum-Alcumlow, and Smallwood, in the parish of Astbury, the townships of Betchton Hassall otherwise Little Hassall, and Wheelock, in the parish of Sandbach, the townships of Haslington and Crewe, in the parish of Barthomley, and the townships of Church Coppenthal

and Monks Coppenthal, in the parish of Coppenthal, all in the county of Chester. And also to authorise the construction of a branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the said intended railway in the township or chapelry of Bosley otherwise Bosely otherwise Bosley and Lea or Boseley and Lea otherwise Lea Bosley or Lea Boseley, in the parish of Prestbury, or in the township of Buglawton otherwise Lawton, in the parish of Astbury, both in the said county of Chester, and terminating in the township or borough of Macclesfield, in the said parish of Prestbury and county of Chester, and passing from, in, through, or into the several parishes, townships, or places following (that is to say), the townships or chapelries of Bosley otherwise Boseley otherwise Bosley and Lea or Boseley and Lea otherwise Lea Bosley or Lea Boseley, North Rode otherwise North Road, Sutton, and Macclesfield, in the parish of Prestbury, and the parish or township of Gawsorth, or some or all of them, all in the said county of Chester; and to authorise the construction of another branch railway, with all proper works, stations, and conveniences connected therewith, commencing by another junction with the said intended railway, at or in the township or borough of Congleton, in the aforesaid parish of Astbury and county of Chester, and terminating at or near Red Cross, in the parish or lordship of Biddulph, in the county of Stafford, and passing from, in, through, or into the several parishes, townships, and places following (that is to say), the township or borough of Congleton, in the said parish of Astbury and county of Chester; and the said parishes or lordships of Biddulph Over Biddulph otherwise Overton Middle Biddulph and Nether Biddulph and Knypersley, all in the said county of Stafford, or some of them.

And notice is hereby further given, that plans and sections, describing the line or situation and levels of the said intended railway branches and works, and describing also the lands and property 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 the said lands and property, will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Derby, at his office at Chesterfield, in the said last-mentioned county; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in the said last-mentioned county; and with the Clerk of the Peace of the county of Chester, at his office in Chester, in the said last-mentioned county; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, townships, or places in or through which the said railway and branches and works are intended to pass or be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of those last-mentioned parishes, townships, or places respectively.

And it is also intended to take powers in the said Act to make lateral deviations from the line or lines of the said proposed railway and branches, works, and stations to such extent as will be defined on the said plans; and to cross, alter, divert, or stop up such turnpike roads, parish-roads, and other highways, streams, rivers, watercourses, navigations, canals, and railways within the several parishes, townships, and extra-parochial places before mentioned, or some of them, as it may be necessary to cross, alter, divert, or stop up for the purposes of the said railway and branches or works.

And it is further proposed by the said intended Act, to authorise the sale or lease of the said intended railway and branches to any existing company, and to enable such last mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Act, in connexion therewith, and also to raise and contribute funds towards the making, maintaining, working, and using such intended railway branches and works, or any or either of them, or any part thereof respectively, and to enter into such other arrangements as may seem expedient.

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

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

Dated this seventh day of November 1845.

John Latham and George Sawkins,

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 to incorporate a company, and to give to such company all proper and necessary powers for better supplying with water the borough of Newport, in the county of Monmouth, and the several parishes, townships, and places within the same, and for levying rates, rents, or charges for such supply of water, and for conferring exemptions from the payment of such rates, rents, or charges and other rights and privileges; and, for effecting the purposes aforesaid, powers will be applied for to collect and take the waters of certain streams and springs situate in or arising on the farms or lands of Crossllanbro Cwm coed-y-nant, Ynysbro, and Pensarne, in the hamlet of Rogerstone, in the parish of Bassalleg, in the county of Monmouth, and in the said parish of Bassalleg and the parish of Bettws in the said county, or one of them, and to divert the same into a reservoir or reservoirs, to be formed and erected upon the said farms or lands, called Ynysbro and Pensarne, or some part thereof, at or near to Ynysbro; also to collect and take the waters of a certain other spring or stream, rising upon the said lands called Pensarne, in the said hamlet of Rogerstone, and by means of a cut or culvert in and through the said lands called Pensarne, to divert the said waters into the said intended reservoir; and also to take the water arising from certain other springs or streams arising on lands of Sir Charles Morgan, Baronet, called Cwrt y Mwnws, High Cross, and Pensarne, situate in the said hamlet of Rogerstone, and the said

parish of Bassalleg, and the parish of Saint Woollos in the said county of Monmouth, or some or one of them, and to convey the same into another reservoir, to be constructed at or near the western or upper side of the Crumlin branch of the Monmouthshire Canal, in the said hamlet of Rogerstone and parishes of Bassalleg and Saint Woollos, or some or one of them, in the said county of Monmouth; and also with the consent of the Monmouthshire Canal Company, to divert, take, and use the waters of the Crumlin branch of the said canal, situate in the parishes or hamlets of Monythusloyne, Risca, Rogerstone, and Bassalleg in the said county of Monmouth, and to use the said branch canal for the purposes of the said proposed undertaking, and to convey the said streams, springs, and waters from such reservoirs respectively, by means of pipes, mains, or aqueducts, to the boundary of the said borough, at or near a point called the Marsh's Toll-gate, on the road leading from Newport to Pontypool, and from thence through the streets of the said town and borough, to service reservoirs or tanks to be constructed in the parish of Saint Woollos, in the said borough of Newport: and, for the purposes aforesaid, to make, lay down, and maintain all fit and proper tanks, mains, aqueducts, service-pipes, engines, reservoirs, and other works, upon, over, or under the aforesaid lands, and other lands or grounds, and also upon, over, or under any streets, canals, roads, lanes, or other public passages and places within the said borough, for supplying the inhabitants thereof with water; which said intended works will be made in, or will pass from, through, or into the several parishes, townships, town-lands, and extra-parochial and other places after-mentioned, or some of them; that is to say, Rogerstone, Bassalleg, Bettws, Malpas, Saint Woollos, Pillgwenly, Christchurch, and the town and borough of Newport, all in the said county of Monmouth.—In which Bill powers are intended to be inserted for enabling the company to be thereby incorporated to purchase, by compulsion or otherwise, or take on lease, and to hold and use for the purposes of the said undertaking, any houses, lands, hereditaments, or other property, in the several parishes, townships, town-lands, and other places before mentioned, or some of them, with all such usual and customary provisions, powers, and authorities as may be deemed necessary for effecting the objects aforesaid, and for carrying the said undertaking into full effect; and in which Bill powers will also be inserted to enable the said company, if necessary, to deviate from the line of the said proposed works to an extent to be marked upon the plans hereinafter referred to.

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 county of Monmouth, situate at Usk, in the said county, on or before the thirtieth day of November instant; and a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes, townships, extra-parochial and other places hereinbefore mentioned, will be deposited, on or before the thirty-first day of December next, with the parish clerk of each of the said parishes, at his place of abode.

Dated the tenth day of November 1845.

Prothero, Towgood, and Fox, Solicitors to the Bill

Birmingham, West Bromwich, Wednesbury, and
Walsall 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 authorise the construction and maintenance of the railway or railways hereinafter mentioned, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith (that is to say), a railway or railways commencing at or near Broadstreet, in the parish of Birmingham in the county of Warwick, and terminating in the township of Walsall Foreign, otherwise the Foreign of Walsall, in the parish of Walsall, in the county of Stafford, which intended railway or railways and other works connected therewith will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial, or other places following, or some of them (that is to say), Birmingham, the borough of Birmingham, the manor of 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, Hockley, Birmingham Heath, Gib Heath, Soho, Soho Works, Nineveh, Edgbaston, Aston, Aston juxta Birmingham, Saint Peter and Saint Paul Aston juxta Birmingham, Aston Manor, Erdington, Witton, Upper Witton, Lower Witton, Duddeston and Nechells, otherwise Duddeston-cum-Nechells, Saint Matthew Duddeston and Nechells, otherwise Duddeston-cum-Nechells, Duddeston, otherwise Dudston, Ashted, Saltley, Washwood, and Saltley and Washwood, all in the county of Warwick, Handsworth, Saint James Handsworth, Saint Mary Handsworth, Soho, Soho Works, Nineveh, Perry Barr, Harborne, North Harborne, Holy Trinity North Harborne, Smethwick, Smethwick New Village, Holy Trinity Smethwick, West Bromwich, All Saints' West Bromwich, Saint James West Bromwich, Christ Church West Bromwich, Christ Church Division West Bromwich, Trinity, otherwise Holy Trinity West Bromwich, Sandwell Park West Bromwich, Oakley Rough, Oakley, Spon Lane, Bromford, Bromford Lane, Twenty House Row, Grub's Farm, otherwise Brickhouse Farm, Brickhouse Bridge, Ten House Row, otherwise Ebenezer Row, Harvel's Hawthorn, Holyhead Road, Cross Guns, The Heath, Overend, Virgin's End, Mares Green, Lyndon, Church Vale, Clark's Field, Hall End, Ridgaker, otherwise Ridgacre, Ridgaker Colliery, Ridgacre Colliery, Wednesbury, Line Collieries, the Coppice, Crook Hay, Crook Hay Colliery, Whitton's Lane, West Bromwich Heath, Carter's Green, Hill Top, Crank Hall, Holloway Bank, Goldshill, Gold's Green, Balls Hill, otherwise Balds Hill, New Balis Hill, New Balds Hill, Friar Park, otherwise Friar Park Wood, Hatley Heath, Black Lake, Bellsmore, Brockhouse Farm, otherwise Brookhouse Farm, Wednesbury, Wednesbury Bridge, Saint Bartholomew Wednesbury, Saint John Wednesbury, Saint James Wednesbury, Oldfield, Lea Brook, Wednesbury Field, Monway Field, King's Hill, King's Hill Field, Hall End, Sparrow's Forge, Pottery-lane, Potter's-lane otherwise Pothouse-lane, Portway-road, Riddings-lane, Burcroft otherwise Barcrofte, High-street, Bridge-street, Oakeswell End, otherwise Oakeswell End, Wood Green, Old Park, The Vicarage, Wednesbury Forge, Wednesbury Forge Pool, The Delves, Tame-bridge, Fulbrook, Palfrey, Palfrey Green, Walsall, Walsall Foreign, otherwise the Foreign of Walsall, Walsall Borough, otherwise the Borough of Walsall, the Township of the Foreign of Walsall, the Township of the Borough of Walsall, Saint Peter's Walsall, Bescott,

Bescott Station, Grand Junction Railway, Harden and Birchills, the Pleck, the Lower Pleck, Wood End, Caldmore, Wood End and Caldmore, Millfurlong, Walsall Race Course, the Long Meadows, Walsall Lammas Lands, Walsall Town's-end, Wisemore, otherwise Wisemoor, Bloxwich, otherwise Great Bloxwich, Great Bloxwich, and Little Bloxwich, all in the county of Stafford: And Notice is hereby also given, that it is intended in and by such Act or Acts to take power to cross, 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, pipes, waters, and water-courses, within or adjoining the aforesaid parishes, townships, townlands, and extra-parochial or other places, or any of them, which it may be necessary or expedient to cross, stop up, alter, or divert for the purpose of constructing and maintaining, or more conveniently constructing or maintaining, or using 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 and buildings proposed to be purchased or taken for the purposes of the said undertaking, or any of the works connected therewith, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, or of any part 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, or any part thereof, into effect; and to take powers for the purchase of lands and buildings, by compulsion or agreement, for the purposes thereof, or of any part thereof, and for levying tolls, rates, and duties, on and for the use of the same, or any part thereof, and to grant exemptions from such tolls, rates, and duties as to such company may seem expedient. And it is also intended in and by such Act or Acts to empower the said company, to be thereby incorporated, to let on lease, sell, or transfer the said intended railway or railways, and works, or any part of the same, or the tolls, rates, and duties thereof, to any other railway, canal, or other company or companies, whether already existing or to be hereafter formed or projected, or to any other parties whomsoever, and to delegate to such company or companies, or other parties, the execution of all or any of the powers of the said intended Act or Acts, and to authorise such company or companies, or other parties, out of their corporate or other funds, and either jointly or severally to take shares in, and subscribe for or towards the making, maintaining, and using the said intended railway or railways and works or any part thereof, or to purchase, rent, work, or construct the said intended railway or 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 also intended in and by such Act or Acts to authorise the said company to be thereby incorporated to amalgamate with any other railway, canal, or other company or companies, whether already existing or to be hereafter formed or projected, or to agree with any other company as to the working or using of the said intended railway or railways and works, by such two companies, and to authorise the amalgamated company to exercise all or any of the powers and authorities before-mentioned.

And further notice is hereby given, that maps, 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, 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 Warwick, at his office in Stratford-upon-Avon, and with the Clerk of the Peace for the county of Stafford, at his office in Stafford, and that a copy of so much of the said maps, 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 or 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 eighth day of November, in the year of our Lord 1845.;

W. H. Reece, Solicitor, Birmingham.

C. F. Waddy, Parliamentary Agent, 13, Fludyer-street, Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts for the better paving, draining, cleansing, and otherwise improving the parish of Bromsgrove, in the county of Worcester, or such part or parts thereof as shall be described, mentioned, or defined, or otherwise provided for in such Acts or Acts. And also to authorize the construction and maintenance of a street or road from the said town of Bromsgrove unto or leading unto the Bromsgrove station of the Bristol and Birmingham Railway, and which said street or road will commence in or near to the High-street of the town of Bromsgrove aforesaid, and will pass in, through, over, or across, or be situate within the several parishes or places of Bromsgrove and Stoke Prior, in the county of Worcester, or one of them. And also to authorize the purchase or transfer of the Town-hall, and Market-house, and Weighing-machine, all which are situate in or near to the town of Bromsgrove aforesaid, and in the parish of Bromsgrove aforesaid. And also for further powers and authority for the better and more effectually assessing and collecting the poor-rate and the other parochial rates within the said parish of Bromsgrove, in the county of Worcester.

And it is intended in such Act or Acts to appoint a body of commissioners for carrying the same into effect, and to take powers for the election and appointment of future commissioners for a like purpose.

And it is intended in such Act or Acts to take powers to purchase houses, buildings, and lands, either by compulsion or agreement, for the purpose of making or constructing the said street or road within the aforesaid parishes, or either of them, and for the further improvement of the said town, and to stop up, alter, or divert, either temporarily or permanently, all roads and highways, streams, brooks, or rivers within the aforesaid parishes, or either of them, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said street or road.

And it is intended to take powers in such Act or Acts to pull down and remove the said weighing-machine, and to purchase houses, buildings, and lands, either by compulsion or agreement, for the purpose of erecting or constructing a weighing-machine and convenient approaches thereto in or near to the said town of Bromsgrove, and within the said parish of Bromsgrove and county of Worcester.

And it is intended to take powers in such Act or Acts to levy tolls, rates, or duties for the use of the said town-hall, and market-house, and weighing-machine respectively; and also to alter and vary the

existing tolls, rates, or duties now payable for the use of the same respectively; and also to confer, vary, or extinguish any exemption from payment of tolls, rates, or duties for the use of the same respectively.

And it is intended to take powers in the said Act or Acts for raising, assessing, and levying from or upon the owners and occupiers for the time being of the several hereditaments situate and being within the said parish of Bromsgrove, or such part or parts thereof as shall be described, mentioned, or defined; or otherwise provided for in such Act or Acts as hereinbefore mentioned, such rates, assessments, duties, and levies as may be necessary for carrying such Act or Acts into effect, and for borrowing monies on security of the said rates, assessments, duties, and levies.

And it is intended to take all such other powers in the said Act or Acts as may be necessary for fully and effectually carrying the same into effect, and for varying or extinguishing all existing rights and privileges which would impede or interfere with the execution of the purposes aforesaid.

Dated the tenth day of November 1845.

Benjamin Taylor, jun., of Bromsgrove, in the county of Worcester, Solicitor for the Bill.

Oxford, Witney, Cheltenham, and Gloucester Independent 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 the following railways, or some part or parts thereof, with all proper works, stations, and other conveniences connected therewith, namely, first a railway commencing at and diverging from a certain railway connecting the city of Oxford with the Great Western Railway, and commonly called or known as the Didcot or Oxford Junction Railway, at or near a certain mile post on the said last-mentioned railway, near to the Oxford station thereof, which mile post is marked as the 62nd mile post, and is situate in the parish of South Hinksey, in the county of Berks, and terminating upon or forming a junction with the Bristol and Birmingham Railway, otherwise known as the Birmingham and Gloucester Railway, situate in Alstone, in the parish of Cheltenham, in the county of Gloucester, at or near a certain mile post on the said railway, which post is marked as the 47th mile post, or upon the Great Western Railway, or Cheltenham branch thereof, at or near Alstone aforesaid, and which said railway and works connected therewith will be situate in, and pass through, or into, the several parishes, townships, townlands, extra parochial and other places, following, or some of them, namely, South Hinksey, North Hinksey otherwise Ferry Hinksey, in the county of Berks, Saint Thomas otherwise Saint Nicholas, Saint Aldates, in the city of Oxford, the liberty of Grand Pont, Saint Aldates, Cumnor otherwise Cumner, Botley, Shilton, Barrington, Little Barrington, and Great Barrington, in the county of Berks, Ensham otherwise Eynsham, Stanton Harcourt, Southleigh, Coggs, otherwise High Coggs, Curbridge, Witney, Ducklington, Brize Norton otherwise Norton Brize, Shilton, Burford, Signett otherwise Upton and Signott, Holwell and Westwell in the county of Oxford.

Little Barrington, Barrington, Great Barrington, Windrush, Sherborne otherwise Sherbourn, Astington otherwise Eastington, otherwise Easington Farmington, Northleach, Hampnett otherwise Hampnott, Compton Abdale, and Shipton Oliffe otherwise Shipton Olive, Shipton Sollars otherwise Shipton Solers,

Whittington, Dowdeswell, Andoverford otherwise Andoversford, Cockshorn Ham, Charlton Kings, Westall, Naunton and Sandford, Alston otherwise Alstone, Cheltenham and Leckhampton, in the county of Gloucester.

Second; a branch railway diverging from the before-mentioned line, at or near to the boundary of the city of Oxford, in a field now in the occupation of Lawrence Wyatt, in the liberty of Grand Pont, in the county of Berks, and terminating at or near to the river Isis, in the parish of North Hinksey otherwise Ferry Hinksey, in the county of Berks, which said railway and works will be situate in, and pass from, through, or into the following parishes, townships, townlands, extra parochial, and other places following, or some of them, namely, the said liberty of Grand Pont, North Hinksey otherwise Ferry Hinksey, and South Hinksey, in the county of Berks.

And notice is hereby further given, that it is intended, in the said Act or Acts so to be applied for, to take powers to deviate from the line or lines laid down in the maps or plans as hereinafter mentioned to the extent defined thereon. And for the purposes aforesaid it is intended to incorporate a company, with powers to take and acquire, by compulsory purchase or otherwise, such lands, houses, tenements, hereditaments, and other property as may be necessary for the construction of the said railways and other works, and to vary and extinguish all existing rights and privileges connected with the lands, houses, tenements, hereditaments, and other property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, and to confer other rights and privileges in relation thereto; and also with power to cross, vary, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, roads, passages, railways, tram roads, streams, canals, aqueducts, navigable rivers, navigations, waters, watercourses, sewers, gas and other pipes, mill and other ponds, as may be necessary for the purposes of the said railways, or the works connected therewith respectively; and with power to levy tolls, rates, or duties for the use of the said railways, and the engines, warehouses, stations, landing places, and other works connected therewith, and for the passage and carriage of passengers, merchandise, articles, and things, upon or along the same, and to grant, vary, or extinguish such exemptions from such tolls, rates, and duties, or any other rights or privileges, as to the company may seem fit; also with powers to raise money for the purposes of the undertaking, by the creation of shares, or some other mode, to be authorised by the said Act or Acts; and also with power to the said company to enter into and carry into execution such arrangements, agreements, or undertakings, with any other companies, corporations, commissioners, trustees, or other bodies or persons, as may be necessary, expedient, or proper for making, constructing, using, working, selling, or leasing the said railways and works, or any part or parts thereof, or forming junctions or communications with, or for purchasing or leasing any railway or railways already formed, or to be hereafter formed.

And notice is hereby given, that duplicate maps or plans and sections describing the line and level and situation of the said intended railways and works, and the lands, houses, and other property 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 and property, will, on or before the thirtieth day of November instant, be deposited for pub-

lic inspection at the respective offices of the several Clerks of the Peace of the several counties, ridings, and divisions hereinafter mentioned, viz., for the county of Oxford, at Oxford in the said county; for the county of Berks, at Abingdon in the said county; for the county of Gloucester, at Gloucester in the said county.

And that, on or before the thirty-first day of December next, a copy of so much of the said maps or plans, and sections, and books of reference, as relate to the several parishes from, in, through, or into which the said railways will pass or be situate, will be deposited with the parish clerk of each of such parishes, at their respective places of abode.

Dated this eleventh day of November 1845.

Ingleby Thos. Miller,
3, Abchurch-lane, London.

Canterbury Cemetery.

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 make and maintain a Cemetery or burial ground on all that piece or parcel of meadow or pasture land and orchard, containing by admeasurement 13A. OR. 15P., or thereabouts (being part of a piece or parcel of meadow or pasture land and orchard, belonging to the Right Honourable George John Milles, Baron Sondes, of Lees Court, in the county of Kent, and the Honourable George Watson, his eldest son), situate, lying, and being in the parish of Saint Paul, within the city and borough of Canterbury, and county of the same city, in the occupation of Mr. Plomer Mount, bounded on the north east side thereof by the old Dover road leading from Canterbury by Saint Lawrence to Gutteridge turnpike gate and to Nackington; and bounded on the south-east side thereof to the road leading from the said old Dover road to Nackington aforesaid; and on the south-west side thereof to land in the occupation of the said Plomer Mount, belonging to the said Right Honourable George John Milles, Baron Sondes, and his said eldest son, the Honourable George Watson; and on the north-west side thereof to other lands of the said Right Honourable George John Milles, Baron Sondes, and the said Honourable George Watson; in the respective occupations of the said Plomer Mount and Thomas Hayward; in which Bill powers will be contained for the compulsory purchase of the said lands and hereditaments, and also for extinguishing all rights of common, and other rights and privileges over the said piece of land, and to raise money for the purposes of the said cemetery or burial ground, and for levying rates, duties, or fees in respect thereof, and for conferring such rights and privileges as may be necessary, or as are usual in similar cases.

Dated this Eighth day of November, 1845.

<i>Sankey and Sladden,</i> 24, Castle-street, Canterbury.	} Joint Solicitors.
<i>St. P. B. Hook,</i>	
7, Coleman-street, London.	

Grand Union Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in one or more 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 Midland Railway at or near the

Midland Railway station, in the parish of Saint Mary, in the town and county of the town of Nottingham, or by a junction with the proposed Nottingham and Lincoln Railway, in the parish of Colwick, in the county of Nottingham, at a point on the line of the present works of the said Nottingham and Lincoln Railway, distant from the west end of the engine-house of the said Midland Railway station two miles five furlongs and a half or thereabouts, and to terminate either by an independent terminus or by a junction with the proposed Lynn and Ely Railway at or near the point where the said Lynn and Ely Railway crosses or will cross a certain drain called the Puny Drain, in the parish of South Lynn All Saints, in the borough of King's Lynn otherwise Lynn Regis, in the county of Norfolk, at a distance of half a mile or thereabouts from the south gate of the town of King's Lynn, in the county of Norfolk; 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, Saint Mary and Saint John the Baptist, both in the town and county of the town of Nottingham, Wilford, West Bridgeford, Gamston, Adbolton, Basingfield otherwise Bassingfield, Holme Pierrepont otherwise Holme Pierrepont-cum-Adbolton, Lamcote otherwise Lambecote, Ratcliffe-on-Trent otherwise Radcliffe-on-Trent, Sneinton, Colwick, Gedling, Carleton, Stoke Bardolph, Saxondale otherwise Saxendale, Shelford, Newton, Bingham, Aslacton otherwise Aslockton, Orston, Scarrington, Whatton (parish), Whatton (township), Hawksworth, and Elton, all in the county of Nottingham, Normanton, Easthorpe, Bottesford, and Muston, all in the county of Leicester, Sedgebrook, West Allington, Barrowby with Casthorpe, Great Gonerby, Manthorpe otherwise Manthorpe with Little Gonerby, Grantham (parish), Grantham (borough), Grantham (township), Grantham Grange, Earles Fields, Spittlegate, Houghton and Walton, Little Ponton, otherwise Little Paunton, Somerby with Great Humby, Ropsley, Little Humby, Sapperton, Pickworth, Walcot, Folkingham otherwise Folkingham, Birthorpe, Billingborough, Sempringham, Pointon, Pointon Fen, Aslackby, Aslackby Fen, Millthorpe, Millthorpe Fen, Dowsby, Dowsby Fen, Rippingale, and Rippingale Fen, all in the parts of Kesteven, in the county of Lincoln Grantham (borough), in the county of Lincoln, Gosberton, Gosberton Fen, Pinchbeck, Pinchbeck North Fen, Cowbit, Cowbit Allotment otherwise Cowbit and Peakhill Allotment in Pinchbeck North Fen, Spalding, Weston, Moulton, Whaplode, Holbeach, Fleet, Gedney, Gedney Hill, Tydd Saint Mary, Sutton Saint Nicholas otherwise Lutton, Sutton Saint Mary otherwise Long Sutton, Sutton Saint James, Sutton Saint James Common, Sutton Saint Edmund's, Sutton Marsh, and Wingland, all in the parts of Holland, in the county of Lincoln, Wingland, lying between the counties of Norfolk and Lincoln, Wingland, Walpole Saint Peter, Walpole Saint Andrew, Terrington Saint Clement, Tilney All Saints, the deserted bed of the river Ouse, Clenchwarton, West Lynn Saint Peter otherwise Old Lynn, King's Lynn otherwise Lynn Regis, and South Lynn All Saints, all in the county of Norfolk; and also to make and maintain a branch railway with all proper and convenient stations, erections, bridges, warehouses, wharfs, works, communications, and conveniences connected therewith, commencing from or out of the proposed new line of railway hereinbefore described, at or near the point in the parish of Folkingham otherwise Folkingham, in the parts of Kesteven, in the county of Lincoln, where the same railway crosses or will cross the road or highway leading from Folkingham otherwise Folkingham to Billingborough, being half a mile or

thereabouts eastward of the House of Correction in the said parish of Folkingham, and to terminate in or near a certain street called West-street, in the town of Boston, in the parish of Boston, in the parts of Holland and in the parts of Lindsey, in the county of Lincoln, at a distance of five chains or thereabouts from a certain other street called High-street, in the town and parish of Boston aforesaid, which said branch railway and works will pass from, in, through, or into the following parishes, townships, town lands, and extra-parochial and other places, or some of them; that is to say, Folkingham otherwise Folkingham, Birthorpe, Sempringham, Billingborough, Horbling, Horbling Fen, Bridge-end, Bridge-end Causeway, Swaton, and Swaton Fen, all in the parts of Kesteven, in the county of Lincoln, Donington, Donington Fen, Donington Northorpe, Bicker, Bicker Fen, Bicker Frist, Swineshead, Swineshead Forefen, Swineshead Drayton, Wigtoft, Wigtoft Forefen, Kirton, Kirton Fen, Simon Weir Drain, the Bank of Simon Weir Drain, Frampton, The Friths otherwise Frampton Friths, Frampton Fen, Wyberton, Wyberton Fen, Wyberton West-end, and Skirbeck Quarter, all in the parts of Holland, in the county of Lincoln, and Skirbeck and Boston, both in the said parts of Holland and in the parts of Lindsey, in the county of Lincoln; and also to make and maintain a branch or side railway with all proper and convenient stations, erections, bridges, warehouses, wharfs, works, communications, and conveniences connected therewith, commencing from, at, or out of the proposed new branch line of railway hereinbefore described at or near the point in the said parish of Boston where a certain lane called Broadfield Lane otherwise Green Lane abuts upon or joins the South Fortyfoot Drain, in the said parish of Boston, on the north side of the said drain, and to terminate in the hamlet of Skirbeck Quarter, in the parts of Holland, in the county of Lincoln, at or near the point where a certain sluice or gowt called Redstone Gowt opens into the Haven or River Witham, which said branch or side 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—Boston and Skirbeck, both in the parts of Holland, and in the parts of Lindsey and Skirbeck Quarter and Hammond Beck, in the parts of Holland, all in the county of Lincoln; and also to make and maintain another branch or side railway with all proper and convenient stations, erections, bridges, warehouses, wharfs, works, communications, and conveniences connected therewith, commencing from, at, or out of the proposed new branch line of railway first-hereinbefore described, in the town of Boston, in the parish of Boston aforesaid, in or near a certain close of pasture-land there belonging, or reputed to belong to Peter Tuxford, and in the occupation of Robert Summers or his under-tenant, which said close of land is designated or described in the plans of the said parish of Boston intended to be deposited in pursuance of this notice by the number 30, and to terminate in the said town and parish of Boston, at or near a certain public wharf or quay there, called Doughty Quay, which said branch or side railway and works last mentioned will pass in or through the parish of Boston aforesaid; and it is intended to apply for powers to make lateral deviations from the line of the proposed railway and branch railways and works hereinbefore described to the extent or within the limits defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike-roads, parish roads, streets, and other highways, rivers, streams, sewers, drains, canals, navigations, railways, and tram-roads within the said parishes,

townships, townlands, and extra-parochial or other places aforesaid, or any of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works, and particularly the road from Nottingham aforesaid to Loughborough, in the said county of Leicester, and the road from Nottingham aforesaid to Melton-Mowbray, in the said county of Leicester, at or near the toll-bar, situate at or near the junction of the said two roads in the parish of West Bridgeford, in the said county of Nottingham.

And by the said Bill or Bills it is further intended to apply for powers to enable the company of proprietors of a certain bridge, called the Cross Keys-bridge, now existing over or across the lower part of the outfall of the river Nene or channel called Sutton Wash, otherwise Cross Keys Wash, between the said parish of Long Sutton, otherwise Sutton Saint Mary, and the said parishes of Walpole Saint Andrew and Walpole Saint Peter, to sell or let to the company to be incorporated by the said intended Bill or Bills the said existing bridge and the quays and works at each end thereof, and all or any of the lands, tenements, hereditaments, and premises, rights, powers, and privileges belonging thereto or in connexion therewith, upon such terms as may be mutually agreed upon, and to enable the said company so to be incorporated to purchase or rent, and to use, exercise, and enjoy the same, and to pull down and remove the said bridge, quays, and works, and in lieu of such bridge, quays, and works, to build, construct, erect, and maintain another bridge or bridges, with all proper quays, approaches, and other works connected therewith, over the said Sutton Wash, otherwise Cross Keys Wash, at or near the point or place where the said main line of railway will pass over and across the said Sutton Wash or Cross Keys Wash for the separate passage, use, and transit of carts, carriages, horses, cattle, goods, merchandize, and foot passengers; and also for powers to alter, vary, and divert, the present roadway, and footpaths, and approaches to the now existing bridge, and to make and maintain additional and necessary roadways, footpaths, and approaches on each or either end of the said intended bridge or bridges or roadways, or any of them, which said intended bridge or bridges, quays, approaches, roadways, and footpaths, and other works, will be made and maintained, raised, altered, or diverted 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), Walpole Saint Andrew, Walpole Saint Peter, and Wingland, all in the county of Norfolk; and Wingland and Long Sutton, otherwise Sutton Saint Mary, both in the parts of Holland, in the county of Lincoln, and with such objects, or some of them, or otherwise to alter and amend, and, if necessary, to repeal the powers and provisions of an Act passed in the seventh year of the reign of his late Majesty King George the Fourth, intituled "An Act for constructing a Bridge across Sutton Wash, otherwise called Cross Keys Wash, between the counties of Lincoln and Norfolk, and to alter the Tolls, Rates, and Duties granted by such Act; and to confer, vary, or extinguish exemptions from payment of such Tolls, Rates, and Duties, and other rights and privileges."

And notice is hereby further given, that duplicate plans and sections of the said railway and branch railways and works, together with books of reference thereto, 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 at Nottingham; and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent, in the county of Nottingham; and with the clerk of the peace for the county of Leicester, at his office at

Leicester, in the county of Leicester; and with the clerk of the peace for the borough of Grantham, at his office at Grantham, in the county of Lincoln; and with the clerk of the peace for the parts of Kesteven, in the county of Lincoln, at his office at Sleaford, in the county of Lincoln; and with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office at Spilsby, in the county of Lincoln; and with the clerk of the peace for the parts of Holland, in the county of Lincoln, at his office at Spalding, in the county of Lincoln; and with the clerk of the peace for the county of Norfolk, at his office at Aylsham, in the county of Norfolk; and with the clerk of the peace for the borough of King's Lynn, at his office at Lynn, in the county of Norfolk; on or before the thirtieth day of November 1845; and that on or before the thirty-first day of December next following, a copy of so much of the said plans and sections as relates to each parish in or through which the said railway and branch railways and works are intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

And 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 undertaking, or parts or 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 railway, branch railways, bridges 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.

Dated this fourth day of November 1845.

*Capes and Stuart,
W. and S. Parsons, Jun.,
M. Staniland,
White, Kewney, and White.*

Newcastle-upon-Tyne, Edinburgh, and (Direct)
Glasgow 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 authorise the construction and maintenance of a railway or railways, with branches, approaches, roads of communication, and all other works and conveniences necessary and proper for the use of the same; which railway or railways is, or are intended, to commence at a point or place of junction with the Newcastle-upon-Tyne and North Shields Railway, at or near the terminus of such last-mentioned railway, in the parish, parochial chapelry, or township of All Saints, within the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne, and to terminate on or at the Scottish March on the Carter Fell, near a place called Whitelee, in the township of Troughend otherwise Troughend Ward, in the parish of Elsdon, in the county of Northumberland, together with a branch railway or railways to commence from and out of the main line of the said intended railway or railways at a point of junction near a place called Hepple Hough, in the township of Chesterhope, in the parish of Corsenside, and to terminate in the valley of the river Reed at or near a place called Broomhope, in the township of Broomhope, in the chapelry of Birtley, in the parish of Chollerton, all in the county of Northumberland; and which said railway or railways,

and branch railway or railways, is or are intended to pass from, through, or into the several parishes, parochial chapelries, townships, liberties, and extra parochial or other places following, or some of them (that is to say), All Saints, Saint Andrews, Jesmond and Byker, within the parish of Saint Nicholas, in the borough and county of Newcastle-upon-Tyne; North Gosforth, South Gosforth, Coxlodge, Fawdon, East Brunton, West Brunton, and Kenton, in the parish or parochial chapelry of Gosforth, within the parish of Saint Nicholas, Woosington, North Dissington, South Dissington, and Dalton, in the parish of Newburn; Prestwick, Mason, Dinnington, Ponteland, Berwick Hill Colcoats, Darras Hall, Kirkley, Milbourne, Milbourne Grange, and Higham Dykes, in the parish of Ponteland; Heugh, Ingoe, Fenwick, Kearsley, Black Heddon, Ryal, and Wallridge, in the parish of Stamfordham, and Kirkheaton, in the said parish of Stamfordham otherwise Kirkheaton, extra parochial; Newham, Ogle, and Whalton, in the parish of Whalton; Belsay Trewick, Bolam, Bradford, Shortflatt, and Harnham, in the parish of Bolam; East Shaftoe, West Shaftoe, Deanham and Fairley, in the parish of Hartburn; Capheaton, Great Bavington, West Harle, Little Harle, Crookdon otherwise Crookdean, West Whelpington, and Kirkwhelpington, in the parish of Kirkwhelpington; Kirkharle and Hawick, in the parish of Kirkharle; Little Bavington and Sweethope, in the parish of Thockrington; Chesterhope, Lilesburn, and Corsenside, in the parish of Corsenside; Birtley, Buteland, and Broomhope, in the chapelry of Birtley, in the parish of Chollerton; Monkridge Ward, low part of Troughend Ward, and high part of Troughend Ward otherwise Troughend Ward, high part of Rochester Ward and low part of Rochester Ward otherwise Rochester Ward in the parish of Elsdon, and Ramshope, in the said parish of Elsdon, otherwise Ramshope, extra-parochial, all in the said county of Northumberland.

And it is also intended to take powers in such Act or Acts to make and maintain a railway or railways, or branch railway or railways, to commence at a point on the main line at or near Corsenside, in the said township and parish of Corsenside, to a point of junction on or with the line of the Newcastle-upon-Tyne and Carlisle Railway, at or near the confluence of the North Tyne and South Tyne rivers near Hexham, in the parish of Hexham, in the said county of Northumberland, together with a branch railway or railways to commence from and out of the main line of the said intended last-mentioned railway or railways, or branch railway or railways, from a point of junction in a field (belonging to William John Charlton, Esquire) near the confluence of rivers North Tyne and Reed, in the township of Nook otherwise Nook Quarter, in the parish of Bellingham, and to terminate in a field (belonging to John Haggerston, Esquire) at or near the east end of the bridge across Hareshaw Burn, in the township of Bellingham, in the said parish of Bellingham, in the said county of Northumberland, and which said last-mentioned railway or railways, or branch railway or railways, with the branch thereof, is or are intended to pass from, through, or into the several parishes, parochial chapelries, townships, liberties, and extra-parochial places following, or some of them; (that is to say), Chesterhope, Lilesburn, and Corsenside aforesaid, in the said parish of Corsenside; Bellingham, Lee Mailing otherwise Lee Mailing Quarter, and Nook otherwise Nook Quarter, in the parish of Bellingham; Wark, Warksburn, East Warksburn, West Warksburn, and Warks Park, in the parish of Wark; Nunwick, Simonburn, Hall Barns, Haughton, and Humshaugh, in the parish of Simonburn; Walwick, Walwick Grange, and High Warden Low Warden otherwise Nether Warden,

Warden, and Fourstones, in the parish of Warden; Birtley, Buteland, and Broomhope, in the chapelry of Birtley, Chipchase, Gunnerton, Barrasford, Colwell and Great Swinburne, and Chollerton, in the parish of Chollerton; Cocklaw, Evrington and Keepwick, Wall, Acomb, and Saint John Lee, in the parish of Saint John Lee; Hexham West Quarter and Hexham, in the parish of Hexham, all in the county of Northumberland.

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

And it is intended to take powers in and by such Act or Acts to construct stations, communications, works, and other conveniences for the making and using the said railway or railways and branch railway or railways, and also to authorise junctions with any railway or railways at the commencement or termination or in the line or course of the said railway or railways, and branch railway or railways, as before described; and also to deviate in the construction of the said proposed railway or railways, branch railway or railways, and works connected therewith respectively, from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon shown or defined, and to stop up, alter, and divert, whether temporarily or otherwise, such streets, highways, turnpike and other roads, railways, tram-roads, passages, canals, navigations, rivers, streams, brooks, dams, and water-courses within the several parishes, parochial chapelries, townships, townlands, and extra parochial and other places aforesaid, as it may be necessary to stop up, alter, or divert for the purposes of constructing the said proposed railway or railways, branch railway or railways, and works connected therewith respectively.

And it is further proposed in and by the said Act or Acts to take powers to incorporate a company for carrying into effect the objects aforesaid, with full powers to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes thereof, and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments as may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and for the levying of tolls, rates, and duties, for and in respect of the use of the said proposed railway or railways, branch railway, or railways and works connected therewith respectively.

And, for the purposes aforesaid, it is proposed in the said Act or Acts to take powers to alter, amend, extend and enlarge the powers and provisions of the several Acts of Parliament, or some of them, relating to the Newcastle-upon-Tyne and North Shields Railway Company, and to the Newcastle-upon-Tyne and Carlisle Railway Company.

And it is further proposed in and by the said Act or Acts to enable the company so to be incorporated, as aforesaid, to carry out any agreement or agreements, arrangement or arrangements, which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole, or of any part of the said railway or railways, or branch railway or railways, and works connected therewith respectively, which may be authorised to be made under the provisions of the said intended Act or Acts with any other company or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or persons to purchase or rent, or to construct the works which may be so sold, let, or transferred or leased to them, and to raise any funds or to contribute to the capital requisite for the con-

struction of the said proposed railway or railways, branch railway or railways, and works connected therewith respectively, and to hold shares or have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company to be incorporated as aforesaid, or on any portion thereof, and also to enable the said company to purchase or take a lease or leases of any shares, rights, or interests in any other railway or railways, or any part or parts thereof respectively.

And further notice is hereby given, that duplicate plans and sections, describing the lines, situations, and levels of the said intended railway or railways, and branch railway or railways, 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 this present month of November, be deposited for public inspection at the office of the Clerk of the Peace for the county of Northumberland, at Newcastle-upon-Tyne, and at the office of the Clerk of the Peace for the borough and county of Newcastle-upon-Tyne, in the Guildhall in the said borough and county of Newcastle-upon-Tyne, and at the office of the principal Sheriff Clerk of the county of Roxburgh in Jedburgh, in the said county of Roxburgh; 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 relate to each of the said parishes from, in, through, or into which the said railway or railways, and branch railway or railways, will pass or be situate, will be deposited with the parish clerk of each such parish, at the place of abode of such clerk.

Dated this seventh day of November 1845.

*John Brown, Laws, and Glynn, Solicitors,
Newcastle-upon-Tyne.*

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 a railway station at or near Bucklersbury, in the parishes of Saint Stephen Walbrook, Saint Benet Sherehog, Saint Mary Colechurch and Saint Mary Colechurch Hawe, some or one of them, in the City of London, and for making and maintaining a railway with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, roads, approaches, and conveniences connected with such railway station and railway; the said railway to commence from and out of the said station, at or near Bucklersbury aforesaid, and to proceed to and to terminate by a junction with an intended railway from London to Dover, in the parish of Saint Saviour Southwark, in the county of Surrey, between Union-street, in the same parish, and Peter-street, in the parish of Saint George the Martyr Southwark, in the said county of Surrey, passing across the River Thames, by means of the Southwark-bridge, and its approaches, and which said railway station, railway, and works will be made in and pass from, through, or into the several parishes, townships, liberties, extra-parochial and other places following, or some of them, that is to say—Saint Stephen Walbrook, Saint Mary Colechurch, Saint Mary Colechurch Hawe, Saint Mildred Poultry, Saint John the Baptist, Saint Antholin Watling-street, Saint Thomas the Apostle, Allhallows the Great, Saint Michael's Paternoster Royal, Saint Martin's Vintry, and Saint James Garlick Hythe, in the said City of London, and Saint Saviour Southwark, in the said county of Surrey.

Also to make and maintain a branch extension railway from and out of the intended railway, hereinbefore described to commence by a junction therewith, at or near Castle-street, in the said parish of Saint Saviour Southwark aforesaid, and to terminate at or near Pump-court, leading out of Union-street in the same parish; which said branch will be made in the said parish of Saint Saviour Southwark and the liberty of the Clink, or one of them.

And it is also intended to apply for powers to make lateral deviations from the line of the proposed railway station, 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, streets, parish roads, and other highways, streams, sewers, navigations, canals, rivers, and bridges within the said parishes, townships, liberties, 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 station, railways, and works.

And notice is hereby 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 railway station, approaches, railways, and other works, or some part thereof, and to apply for powers for the compulsory purchase of lands, houses, tenements, and hereditaments, and to vary or extinguish all rights and privileges in any manner connected with the lands, houses, tenements, and hereditaments proposed to be taken for the purposes aforesaid. And also to levy tolls, rates, or duties upon or in respect of the said railway station, 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 notice is hereby further given, that it is intended by the said Bill or Bills to take powers to enable the Southwark-bridge Company, and other persons interested in the said bridge, to sell or let the same, and the wharfs, landing-places, toll-houses, roads, approaches, and other conveniences belonging thereto, or connected therewith, or any part thereof, and the tolls and duties payable in respect thereof, to the company or companies so to be incorporated as aforesaid, and to enable the said company or companies to be incorporated as aforesaid, to exercise all or any of the powers of such Bridge Company or persons in connection therewith, and to purchase or rent, and hold and use the said bridge, and to lay down rails thereon, and to make all necessary alterations therein, for the purpose of adapting the same to the conveyance of engines and railway carriages for the purposes of the last-mentioned railway company or companies, and with such objects to repeal, alter, amend, revive, extend, or enlarge the powers and provisions of the several Acts relating to the said bridge, viz.—An Act passed in the fifty-first year of the Reign of his late Majesty King George the Third, intituled, "An Act for erecting a bridge over the River Thames from or near the Three Cranes, in the parishes of Saint James Garlick, Hythe, and Saint Martin Vintry, in the City of London, to the opposite bank of the said river in the parish of Saint Saviour, in the county of Surrey, and for making proper streets and avenues to communicate therewith." An Act passed in the fifty-third year of the reign of his said late Majesty, intituled "An Act to amend an Act passed in the fifty-first year of his present Majesty, for erecting a bridge over the River Thames, from the City of London, to the opposite bank in the parish of Saint Saviour, in the county of Surrey." An Act passed in the fifty-sixth year of the reign of his said late Majesty, intituled, "An Act to amend two Acts of his present

Majesty, for erecting a bridge over the River Thames, from the City of London to the opposite bank in the county of Surrey." An Act passed in the fifty-eighth year of the reign of his said late Majesty, intituled, "An Act for enabling the Southwark Bridge Company to raise a further sum of money, and to amend the Acts for building the said bridge." An Act passed in the first year of the reign of his late Majesty King George the Fourth, intituled, "An Act to alter and amend several Acts for erecting a bridge over the River Thames from the City of London to the opposite bank in the county of Surrey." An Act passed in the fourth year of the reign of his said late Majesty, intituled, "An Act to amend several Acts for erecting a bridge over the River Thames from the City of London to the opposite bank in the parish of Saint Saviour, in the County of Surrey." And an Act passed in the fifth year of the reign of his said late Majesty, intituled, "An Act to amend the Acts relating to the Southwark Bridge." And to alter or abolish the existing tolls, taken on or in respect thereof, and to vary or extinguish exemptions from payment of tolls and other rights and privileges in relation to the said bridge and approaches, and to confer other rights and privileges on the said intended company or companies in connection therewith, and generally to enable such respective companies to enter into and carry out such arrangements in reference to such bridge as may be mutually agreed upon between them.

And notice is hereby further given, that duplicate plans and sections of the said proposed railway station, railways, and works, together with books of reference thereto, will be deposited for public inspection on or before the thirtieth day of November instant, with the town clerk of the City of London, at his office at Guildhall, in the said city, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county, and with the Clerk of the Peace for the said county of Surrey, at his office, in North-street, Lambeth, in the said county, and that on or before the thirty-first day of December next, a copy of so much of the same plans and sections as relate to each parish in or through which the said railway station, 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 his place of abode.

And it is 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 station, railways, and works, or any part of the same, or any share, right, or interest therein to the intended North Kent Railway Company, or any other railway company or companies, or persons who may be mentioned and named in such Bill or Bills, and to delegate to such other company or companies, or persons 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, any or either of them as aforesaid, out of their corporate or other funds and either jointly or severally, to make or join in making any portion of the said intended railway station, railways, and works, and to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended railway station, railways, and works, or any extension 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.

Dated this Ninth day of November, 1845.

Wm. Stephens, Solicitor,
30, Bedford-row, London.

Buxton, Macclesfield, Congleton, and Crewe Railway (Congleton and Crewe Line).

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to authorise the construction of a railway, with all proper works, stations, and conveniences connected therewith, commencing at or near some point in Park-lane, in the town or borough of Congleton, in the township of Congleton, in the parish of Astbury, in the county of Chester, and terminating by a junction with the Manchester and Birmingham Railway, in the township of Crewe, in the parish of Barthomley, or in the township of Monks Coppenthal, in the parish of Coppenthal, both in the county of Chester; and which intended railway, and the works, stations, and conveniences, connected therewith, will be situated in or pass from, in, through, or into the several parishes, townships, and extra-parochial places hereinafter mentioned, some or all of them, (that is to say), the townships or chapelries of Congleton, Astbury otherwise Newbold Astbury, Morton otherwise Morton-cum-Alcumlow, and Smallwood in the parish of Astbury, the townships of Betchton Hassall otherwise Little Hassall and Wheelock in the parish of Sandbach, the townships of Haslington and Crewe in the parish of Barthomley, and the townships of Church Coppenthal and Monks Coppenthal in the parish of Coppenthal all in the county of Chester. And also to authorise the construction of a branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the said intended railway, at or in the township or borough of Congleton, in the aforesaid parish of Astbury, and county of Chester, and terminating at or near Red Cross, in the parish or lordship of Biddulph, in the county of Stafford, and passing from, in, through, or into the several parishes, townships, and places following; (that is to say), the township or borough of Congleton in the said parish of Astbury and county of Chester, and the said parishes or lordships of Biddulph, Over-Biddulph otherwise Overton, Middle Biddulph, and Nether Biddulph, all in the said county of Stafford, or some of them.

And notice is hereby further given, that plans and sections, describing the line or situation and levels of the said intended railway, branch and works, and describing also the lands and property 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 the said lands and property, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace of the county of Stafford, at his office at Stafford, in the said last-mentioned county; and with the Clerk of the Peace of the county of Chester, at his office in Chester, in the said last-mentioned county; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, townships, or places in or through which the said railway and branch and works are intended to pass or be made, will be deposited, on or before the thirty-first day of December next, with the parish clerks of those last-mentioned parishes, townships, or places respectively.

And it is also intended to take powers in the said Act to make lateral deviations from the line or lines of the said proposed railway, and branch works, and stations, to such extent as will be defined on the said plans; and to cross, alter, divert, or stop up such turnpike roads, parish roads, and other highways, streams, rivers, watercourses, navigations, canals, and railways, within the several parishes, townships, and

extra-parochial places before mentioned, or some of them, as it may be necessary to cross, alter, divert, or stop up for the purposes of the said railway and branch or works.

And it is further proposed, by the said intended Act, to authorise the sale or lease of the said intended railway and branch to any existing company, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be confirmed by the said Act, in connection therewith; and also to raise and contribute funds towards the making, maintaining, working, and using of such intended railway, branch and works, or either of them, or any part thereof respectively; and to enter into such arrangements as may seem expedient.

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

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

Dated this seventh day of November, 1845.

John Latham and George Sawkins, Solicitors.

Great Western, Brentford, and Central Terminus
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 authorise the construction and maintenance of all or part of an embankment of the river Thames, on the Middlesex side thereof, with all proper and necessary works, approaches, and conveniences connected therewith, commencing at or near the northern end or pier of the Charing Cross Bridge, in the parish of St. Martin-in-the-Fields, in the city or liberties of Westminster, and terminating at or near Westminster-bridge, in the parish of Saint Margaret, in the said city or liberties, as will be shown in the plans hereinafter mentioned: And also the construction and maintenance of a railway over and along all or any part of the said intended embankment, and from thence to a point at or near Great George-street, in the said parish of Saint Margaret, in the said city or liberties of Westminster, with all proper and necessary works, approaches, and conveniences connected therewith, and to authorise also the construction and maintenance of a railway or railways, or some part or parts thereof, with all proper and necessary works, approaches, and conveniences connected therewith, commencing at or near Great George-street aforesaid, and terminating by a junction with the line of the Great Western Railway, in the parish of West Drayton, or Drayton in the county of Middlesex, and at or near the West Drayton station, on the said last-mentioned line, which said intended embankment, railways or railway, and works, approaches, and conveniences connected therewith, will pass from, in, through, or into, or be made or

situate within the several parishes, townships, townlands, and extra-parochial places, or other places following, or some of them (that is to say), Saint Martin-in-the-Fields, the bank and shore of the river Thames, on the Middlesex side thereof, Whitehall, Privy Gardens, the office of the Board of Control, and other public offices, the area or verge of the palace of Saint James, Saint Margaret, Westminster, the area or verge of the close of Buckingham Palace, the area of the close of the collegiate or abbey church of Saint Peter, Saint John the Evangelist, Westminster, Saint George, Hanover Square, the outward of Saint George, Hanover Square, Saint Peter and Saint Paul, Pimlico, Chelsea, Saint Luke, Chelsea, Saint Jude, Upper Chelsea, Saint Saviour, Holy Trinity, Saint Mary Abbott, Kensington, Brompton, Holy Trinity, Brompton, Knightsbridge, Kensington, the area or verge of the palace at Kensington, Saint Barnabas, Kensington, Fulham, Saint Mary, Fulham, North End, Saint Mary, North End, Earl's Court, Walham Green, Hammersmith, Saint Peter, Brook Green, Chiswick, Turnham Green, Acton, East Acton, Steyne, Ealing, Little Ealing, Great Ealing, Old Brentford, New Brentford, Brentford End, Hanwell, Isleworth, Wyke Green, Smallberry Green otherwise Smallbury Green, Hounslow, Heston, Lampton, Scrattage, Sutton, Twickenham, Whitton, Whitton Dean, Cranford, North Hyde, Hayes otherwise Heese, Norwood, Norwood Green, Norwood Precinct, Southall Green, Southall, Botwell, Belfont otherwise Bedfont, East Bedfont, West Bedfont, Hatton, Harlington otherwise Harling Down, Sepston otherwise Sipson, Harmondsworth, Stanwell, Drayton, West Drayton, Hillingdon, in the city or liberties of Westminster and county of Middlesex, or some or one of them: And notice is hereby further given, that it is also intended by such Act or Acts to take necessary powers to alter, widen, divert, and remove all causeways, piles, stairs, hards, or landing-places on the bank and shore of the said river, or projecting from the bank thereof, on the side aforesaid between Charing Cross Bridge and Westminster Bridge aforesaid, and to construct others with all necessary conveniences, and to alter, remove, make, maintain, or continue viaducts, roads, bridges, embankments, quays, basins, banks, walls, locks, wharfs, sewers, culverts, drains, arches, landing-places, tide-gates, piles, sluices, lock-gates, and other works and conveniences: And that it is also intended by such Act or Acts to take power to stop up, alter, vary, enlarge, 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, townlands, and extra-parochial places, or other places, or any or either of them which it may be necessary to stop up, alter, vary, enlarge, or divert for the purposes, or by reason of the construction of the said intended embankment, railways or railway, or other works connected therewith, or any of them. And notice is hereby further given, that it is intended by the said Act or Acts to take power to make lateral deviations in the construction of the said embankment railways or railway, or other works as aforesaid connected therewith from the lines or situations thereof laid down in the plans hereinafter mentioned to the extent which will be defined upon the said plans. And notice is hereby further given, that it is intended by the said Act or Acts to take powers for the purchase by compulsion or agreement of houses, lands, tenements, and hereditaments for the purposes of the said undertaking or undertakings, or which would in any manner impede or interfere with the construction, maintenance, or use thereof; and to vary or extinguish all existing rights or privileges in any manner connected with such houses, lands, tenements, and

hereditaments, and to confer other rights and privileges, and for the levying of tolls, rates, or duties upon or in respect of the said embankment railways or railway, or other works, and to confer, vary, or extinguish any exemptions from payment of tolls, rates, or duties or other rights or privileges, together with all necessary powers and provisions for carrying the above purposes into effect. 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 said intended undertaking or undertakings, and to sell or let on lease the said intended embankment railways or railway, and such other works as aforesaid, or any part or parts thereof to any other company or parties, or to unite and 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 or any other company, to purchase or rent the said intended embankment railways or railway, and such other works as aforesaid, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively; and to take tolls, rates, and duties upon or in respect thereof; and to purchase and hold houses, lands, tenements, and hereditaments 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 also to authorize the company to be incorporated by the said Act or Acts, or such united or amalgamated or any other company or companies, or 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 embankment railways or railway, and such other works as aforesaid. And also to effect and confirm any agreement or arrangement made, or hereafter to be made, for or in respect of the traffic passing, or which may pass, on the line of the said intended embankment railways or railway, or on the line or works of any other embankment or railway company united or amalgamated with the company to be incorporated by the said Act or Acts, or any or either of them. And notice is hereby further given, that maps or plans and sections of the said intended embankment railways or railway, and such other works as aforesaid, and of the houses, lands, tenements, and hereditaments 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 houses, lands, tenements, and hereditaments will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the city and liberties of Westminster, at his office in Carlisle-street, Soho Square, in the said city and liberties, and with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county of Middlesex, 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, from, through, or into which the said intended embankment railways or railway, and such other works as aforesaid are intended to be made, will be deposited on or before the thirty-first day of December, in the present year, with the parish clerks of such parishes respectively, at their respective residences.

Dated this tenth day of November 1845.

Wilkinson and Cobbold, 7, Lincoln's Inn Fields; *William Sim*, 8, King's Bench Walk, Temple, Solicitors to 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 a railway or railways, with all proper and convenient stations, erections, bridges, wharfs, landing-places, works, communications, approaches, and conveniences connected therewith, to commence at or near the town of Shrewsbury, in the county of Salop, and to terminate at or near the town of Market Drayton, in the counties of Salop and Stafford, or one of them, and which said railway or 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—Holy Cross and Saint Giles, Saint Mary, Saint Julian, and Saint Alkmond, in the liberties of Shrewsbury aforesaid, and the bed and shores of the river Severn, in or adjoining the same liberties, Uffington, Almond Demesne, Sundorne, Arlescott, Battlefield, Astley, Upper Astley, Haughton, Upton Magna, High Ercall, Albrighton, Hadnall, parish of Shawbury, township of Shawbury, Edgbolton, Great Wytheford, Little Wytheford, Muckleton, Acton Reynold, Bessford, Preston Brockhurst, parish of Moreton Corbett, township of Moreton Corbett, High Hatton, Harcourt, Moston, Booley, Sowbath otherwise Sowbatch, parish of Stanton otherwise Stanton-upon-Hine Heath, township of Stanton otherwise Stanton-upon-Hine Heath, Hawkestone, Little Bolas, Hopton and Espley, Peplow, Kenstone, Marchimley, Losford, Wollerton Hodnet, Heath Cole, Heath Cote, Stoke Park, Stoke Grange, The Bendles, Eaton, Wistanswick, parish of Stoke-upon-Tern, township of Stoke-upon-Tern, Hungry Hatton, Child's Ercal, Smythmoor, Longslow, Longford, Stych and Woodlands, Bletchley, Moreton Say, Chipnall, Sowdley, Goldstone, parish of Cheswardine, township of Cheswardine, Bridgwardine, Belton, Longsnow Sutton, Woodseaves, all in the county of Salop, Drayton Magna otherwise Great Drayton, Drayton Parva otherwise Little Drayton, Drayton-in-Hales otherwise Market Drayton, in the counties of Salop and Stafford, or one of them; lordship of Tyrley, Hales, Bloore, and Almington, all in the county of Stafford.

And also for making and maintaining another railway or railways, with all proper and convenient stations, erections, bridges, wharfs, landing-places, works, communications, approaches, and conveniences connected therewith, to commence at or near to the town of Market Drayton, in the county of Salop aforesaid, and to terminate at or near the town of Run-corn, in the county of Chester, and which said railway or 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—Drayton-in-Hayles, Drayton Magna otherwise Great Drayton, Drayton Parva otherwise Little Drayton, Longslow, Betton, Woods-eaves, Sutton, Moreton Say, Moreton Longford, Stych and Wood Lands, Bletchley, Norton otherwise Norton-in-Hales, parish of Adderley, township of Adderley, Spoonley, The Morrey, Shavington, Cloverley, Calverhall, and Prees, all in the county of Salop, Muckleston otherwise Muxton, in the counties of Salop and Stafford, or one of them; Tyrley, Almington Bloore, Hales, and Oakley, all in the county of Stafford, parish of Audlem, township of Audlem, Tittenley otherwise Titley, Buerton, Dodcott-cum-Wilkesley, Newhall, Hankelow, Wrenbury-cum-Frith, Soond otherwise Sound, Chorley, Broomhall, Marbury-cum-Quisley, Norbury, parish of Acton, township of Acton, Cool Pilate, Faddiley, Baddington, Austerson, Edlaston otherwise Edleston, Burland, Brindley, Henhull otherwise Henhall, Hurlleston, Poole, Worleston, parish of Baddiley, township of Baddiley, Wybunbury, Hunsterson, Hatherton, Bath-

erton, Stapeley, Walgherton, Willaston, parish of Nantwich, township of Nantwich, Nantwich Willaston, Beamheath, Alveston otherwise Alvaston, Stoke, Cholmondeston, Bunbury, Wardle, Haughton, Calveley, Tilston Fearnall, Alraham, Bunbury, Tiverton, Over, Wettenhall, Darnhall, Oulton Lowe, Marton, Tarporley, Rushton, Eaton, Utkinton, Delamere, Oakmere, Eddisbury, Little Budworth, White-gate otherwise New-church, Marton, Davenham, Eaton, Vale Royal, Hartford, Cuddington, Weaverham, Acton, Middleton Grange, Crowton, Norley, Kingsley, Newton, Manley, Alvanley, Netherton, Overton, Woodhouses, Bradley otherwise Netherton, Overton, Woodhouses, and Bradley, Frodsham, Kingswood, Aston, Sutton, Dutton, Preston-on-the-Hill, Preston Brook, Norton, Weston, Clifton otherwise Rock-savage, Stockham, Halton, Higher Runcorn, Lower Runcorn, and Runcorn, all in the county of Chester. And it is intended to apply for powers in the said Bill or Bills 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, rivers, streams, sewers, canals, navigations, reservoirs, railways, and tram roads, within the said parishes, townships, and extra parochial and other places aforesaid, or some of them, as it may be necessary, to cross, divert, alter, or stop up, for the purposes of the said works.

And 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 Salop, at his office at Shrewsbury, in the same county, and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in the same county, and with the Clerk of the Peace for the county of Chester, at his office at Chester, 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 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, 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 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 a company proposed to be incorporated and called the Cambrian and Grand Junction Railway Company, or to any other railway company or companies, or persons with whose line or lines the said intended railways or works may unite, and to delegate to the said Cambrian and Grand Junction Railway Company, or 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 authorise the said Cambrian and

Grand Junction Railway Company, or such other company or companies, or persons 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 for the purposes aforesaid. And it is further proposed by the said Bill or Bills to authorise the union or amalgamation of the said company or companies proposed to be incorporated by the said Bill or Bills, with the said Cambrian and Grand Junction Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorise 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 tenth day of November 1845.

Edwards, Mason, and Edwards, London;
T. B. B. Stevens, Tamworth, Solicitors
for the Bill.

Pontefract, Doncaster, Worksop, and Mansfield Junction Railway.

NOTICE is hereby given that it is intended to apply to Parliament in the ensuing session for an Act or Acts 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, which railway will commence by a junction or junctions with a certain railway, called "The Wakefield, Pontefract, and Goole Railway," now in the course of formation in pursuance of an Act passed in the last session of Parliament, at or near the crossing of the said railway, on the Leeds and Barnsdale turnpike-road, in the township of Tanshelf, in the parish of Pontefract, in the West Riding of the county of York, and will terminate at or near Portland Wharf, near White Bear-lane, in the parish of Mansfield, in the county of Nottingham, and which said railway and works will pass from, in, through, or into the following parishes, townships, hamlets, districts, tithings, townlands, extra-parochial, and other places following, or some of them (that is to say), Pontefract, Monkhill, Pontefract Park District, Tanshelf, Featherstone, Ferry-bridge otherwise Ferry Frystone, Purston Jaglin otherwise Peerston Jaglin otherwise Purston Jacklin otherwise Peerston Jacklin, Carleton, East Hardwick, Darrington, Stapleton, Houndhill, Ackworth, Wentbridge, Kirk Smeaton, Thorpe Audlin, Rogerthorpe, Walton Wood, Badsworth, Upton, Upton Beacon, North Elmshall, Wrangbrook, Barnsdale, Skelbrook, Skelbrook Park, Robin Hood's Well, South Elmshall, Campsall, Sutton, Burghwallis, Hampole, Hamphall Stubbs, Hampole Priory, Skel-low, Carcroft, Owston, Red House, Adwick-le-Street, Pigburn otherwise Pickburn, Brodsworth, Brodsworth-cum-Pigburn, and Scorsby, Woodlands, Hangthwaite, Sandall, Nook, Langthwaite, Highfield, Tilts, Scawthorpe, otherwise Scawthorpe Farm, Stockbridge, Langthwaite-with-Tilts, Pigburn Leys, Scawsby, Scawsby Leys, Marr, Bentley-with-Arksey, Bentley, Arksey, Cusworth, Cusworth Park, Bodes, Newton, Anchorage Farm, Sprotbrough, otherwise Sprotborough, the river Dun navigation and the branches thereof, the river Cheswold, Wheatley, Wheatley-cum-Sandall, Long Sandall, Doncaster, Hexthorpe-with-Balby, Hexthorpe, Balby, Car House, Car Grange, Warmsworth, Westfield, Rossington, Rossington Grange, High Ellers, Low Ellers, Besacarr, Top-hall, Armthorpe, Cantley, Loversall, Saint Catharines, Alverley House, Wadworth, Catharine Well Stream, Wadworth Mills, Holins Carr, Hesley

Hall, Limpool, Tickhill, Eastfield, Stancil, Stancil with Wellingley, Wellingley, Wilsick, Maltby, Hooton Levitt, Laughton-en-le-Morthen, Firbeck, Langold, Letwell, Anston-cum-Membris, North Anston, South Anston, Thorpe Salvin, Nether Thorpe, Lindric, Lindric Common, and Wallingwells, all in the West Riding of the county of York; Pleasley, Stoney Houghton, Shirebrook, Shirebrook Chapel, Scarciff, Langwith, Upper Langwith, Bolsover, Whaley, Elmtun, Elmtun-with-Cresswell, Cresswell, Cresswell Craggs, Clown, Belfh, Whitwell, Bakestone Moor, Firbeck, Steetley, and Steetley Chapel, all in the county of Derby; and Harworth, Blyth, Styrrup and Oldcoates, Styrrup and Farworth, Styrrup, Oldcoates, Farworth, Blyth Nornay otherwise Norney, Hodsock-with-Goldthorpe, Hodsock, Goldthorpe, Hodsock Priory, Wallingwells, Carlton-in-Lindrick, Carlton-in-Kingston, North Carlton, South Carlton, North and South Carlton, Wigthorpe, Worksop, Gateford, Radford, Haggonfield, Shireoaks, Shireoaks Chapel, the Chesterfield Canal Navigation, the Chesterfield Canal, the Chesterfield and Stockwith Canal, Welbeck, Milnthorpe, Norton Cuckney, Holbeck otherwise Howbeck, Holbeck, Howbeck, Holbeck Woodhouse, Woodhouse Hall, Woodhouse Hall Farm, Woodhouse, Hatfield, Cuckney, Langwith, Nether Langwith, Warsop, Church Warsop, Market Warsop, Sookholm otherwise Soucam, Sookholm Chapel, Nettleworth, Mansfield Woodhouse, and Mansfield, all in the county of Nottingham: And notice is hereby further given, that it is intended by the said Act or Acts to take powers 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 for the purposes aforesaid, to incorporate a Joint Stock Company, with powers to take and acquire by compulsory purchase or otherwise, such lands, houses, tenements, or other hereditaments, as may be necessary, and to vary and extinguish all existing rights and privileges connected with the lands, houses, and heritages so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway and works, and to confer other rights and privileges in relation thereto, and also with powers to cross, alter, vary, stop up, or divert, whether temporarily or permanently, all such turnpike-roads, parish roads, and other highways, streets, tramroads, railways, paths, passages, or other roads, rivers, canals, navigations, reservoirs, aqueducts, streams, brooks, waters, watercourses, sewers, gas and other pipes, mill and other ponds, where requisite for the construction of the railway and other works, and with power to levy tolls, rates, and duties upon or in respect of the said railway and works, and to grant such exemptions from such tolls, rates, and duties, as to the said company may seem meet; and also with power to the said company to raise money for carrying into effect the aforesaid purposes by the creation of shares, or some other mode to be authorised by the said Act; and also with power to the said company to enter into and carry into execution such arrangements, agreements, or undertakings, with any other companies, corporations, commissioners, trustees, or other bodies or persons as may be necessary, expedient, or proper for making, constructing, using, working, selling, or leasing the said railway and works, or any part or parts thereof, or for forming junctions or communications with, or for purchasing or leasing any railway already formed, or to be hereafter formed or constructed: And notice is hereby also given that duplicate plans and sections describing the lines and situations of the said intended railway and other works and conveniences connected therewith, and the lands, houses, and other property to be taken for the purposes aforesaid,

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 other property, will be deposited, on or before the thirtieth day of November instant, for public inspection at the respective offices of the several Clerks of the Peace of the several counties, ridings, and divisions, in or through which the said railway and works are intended to be made at the several places following, namely, for the West Riding of the said county of York, at Wakefield; for the county of Derby, at Chesterfield; and for the county of Nottingham, 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 as relate to each of the several parishes in or through which the said railway and works or any parts thereof are intended to be made, together with a book of reference thereto, will be deposited for public inspection with the parish clerk of each such several parishes at their respective places of abode.

Dated this eleventh day of November 1845.

William Unwin, William Bickley, Sheffield; Thompson and Debenham, Salter's Hall, St. Swithin's Lane, London; Deans, Dunlop, and Hope, Fludyer Street, Westminster, Parliamentary Agents.

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 Grand Junction Railway in the parish of Castle Church in the county of Stafford; 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), Stafford, Tillington, Lammascote otherwise Lamberscote, Littleworth, Hopton, Coton, Hopton and Coton, Saint Thomas Stafford, Saint Mary Stafford, Saint Chad Stafford otherwise the united parishes of Saint Mary and Saint Chad Stafford, Castle Church, Forebridge, the Hough, Spittlebrook, Saint Thomas Baswich otherwise Berkswich, Radford, Weeping Cross, Townhill, Stockton Walton, Milford Walton, and Milford Brockton, Brocton, Cannock Chase, Cannock Common, Tixall, Tixall Hall, Tixall Park, Brancott, and the Hoo-Mill, Stowe Colwich, Stowe and Colwich intermixed, Great Haywood, the Ring, Anson's-row, the Bank Top, Little Haywood, the Mount Pavilion, Bishton, Bishton Hall, Wolseley, Wolseley Bridge, Wolseley Hall, Wolseley Park, Farley, Coley, Moreton, Shugborough, Stowe and Colwich, Colton, Oldwood, Colton Hall, Colton Mill, Bellamore, Bellamore Hall, Bellamoor, Bellamoor Hall, Hurstwoods, Bank Top, Parchfield's Farm, Pipe Ridware, Gold Hay Fields Hickbury House, Quintin's otherwise Quinton's Orchard, Woodhouse Farm, Pipe Wood, Armitage, Handsacre, Bromley Hay otherwise Bromley Hay's Hill, Ridware, King's Bromley otherwise Bromley Regis, Mavesyn Ridware, Bentley House, Blackflats, Cawarden Spring, Bentley Farmhouse, Old Bentley, Raikend, Blythbury, Blythbury Bank, Blithbury, Blithbury Bank, Priory Farm, Hadley, Hadley End, Hadley End Gate, Hamstall, Ridware, Hadley Cottage, Rough Park, Gallows Green, Poo Green, Bancroft Farm, Braddock's Barn, Rowley Lodge, Purley Hill, Hartsmare, Olive Green, Law-

rence's Wood, Cowley Hill, Hayend, Nethertown, Hungerhill, Netherton and Sandborough, Nethertown and Sandborough, Netherton Sandborough, Yoxall, Stoney Ford, Forest Side, Yoxall Lodge, Whitemere Farm, Thatchmore, Longcroft, Longcroft Hall, Wood Mill, Wood Mill Gate, Hadley End, Hadley End Cottage, Hadley End Gate, Rough Hay Wood, Gallows Green, Morrey, Woodhouses, Longcroft, Darley Oak Farm, Linbrook Farm, Wood-lane, Wood-lane Bridge, Cross Hays, Forest Side, part of the disafforested forest of the Forest of Needwood, Snale's End, Rough Hay Wood, Weaver, Leek, Lodge Hill, Coal Pit Slade, Coppice Bank, Hawk's Hill, New Coppice, Hoarcross Park, Coppice Bank, Gullett's Farm, Hoarcross Gate, Mount Farm and Hoarcross, all in the said county of Stafford; Scropton, Scropton and Foston in the county of Derby, Barton-under-Needwood, Tatenhill, Dunstall, Branstone, Dunstall Gate, Highlin's Park, Tatenhill Common, Bannister's Hollies, Rangemoor allotment Farm, Shirrall otherwise Sherholt, Shirrall Lodge otherwise Sherholt Lodge, Shirrall Thorn otherwise Sherholt Thorn, Brankley Foxholes, Tutbury, Rolleston, Branstone, Branstone Bridge, East Hills, the Lawns, Sinai Park, Shobnall, Burton extra otherwise Bondend, Burton-upon-Trent, Horninglow, Stretton, and Wetmore otherwise Wetmoor, all in the said county of Stafford; Winshill, Burton-upon-Trent, Eggington, Brethby Repton, Newton, Solney, Willington, Repton Priory, Milton, Asketh Hill, Anchor Church, Ingleby, Foremark, Twyford, Twyford and Stenson, Stenson Scropton and Foxton, Marston-on-Dove, Barrow-upon-Trent, Stanton-by-Bridge, Swarkeston, Kings Newton, Melbourne, Weston Cliff, and Weston-upon-Trent, all in the county of Derby; Castle Donnington in the county of Leicester, Shardlow, Shardlow and Wilne, otherwise Wilne and Shardlow, Aston-upon-Trent, and Sawley, in the said county of Derby, Shardlow, Shardlow and Wilne, otherwise Wilne and Shardlow, and Aston-upon-Trent, in the county of Leicester; Hemmington, Lockington, Sawley, Little Wilne, Great Wilne, Derwent Mouth, Broughton House, Cavendish Bridge, Castle Donington, Aston Moor, Aston Lodge, Aston Hall, Weston Grange, King's Mills, Studdbrook Hollow, Weston-upon-Trent, Weston Cliff, and Stanton Barn, all in the said counties of Leicester and Derby, or one of them, and to terminate in the parish of Sawley, in the said county of Derby, by a junction with the line of the Midlands Railway at or near the Sawley Junction, or by an independent terminus there.

And it is intended to apply for powers in the said Bill or Bills to make lateral deviations from the line of the proposed works, to the extent or within the limits defined upon the plans hereinafter mentioned or referred to. And also to cross, divert, alter, or stop up all such turnpike-roads, parish roads, and other highways, rivers, streams, 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 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 Stafford, at his office at Stafford in the said county, and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield in the said county, and with the Clerk of the Peace for the county of Leicester, at his office at Leicester 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, to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with 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, 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 proposed, by the said Bill or Bills, to empower the said company or companies to be thereby incorporated, to let on lease, sell, or transfer, the said intended railway and works, or any part of the same, or the tolls thereof, to the Midlands Railway Company, and the Trent Valley Railway Company, or any other railway company or companies, or persons, with whose line the said intended railway 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 railway and works, and the traffic thereof, and to delegate to the said Midlands Railway Company, and the said Trent Valley Railway Company, or such other companies or persons as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills, and to authorise the said companies specifically named, or such other 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 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 for 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 of Parliament relating to the said Midlands Railway, that is to say, an Act passed in the seventh year of the reign of her present majesty, intituled, "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" and also three several Acts, passed in the eighth and ninth years of the reign of her said majesty, intituled respectively, "An Act to empower the Midland Railway Company to extend the said Railway from Nottingham to Newark and Lincoln;" "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 "An Act for authorising the consolidation of the Sheffield and Rotherham Railway with the Midland Railways, and for making a Branch Railway from, and other works in connection with the said Sheffield and Rotherham Railway, and also to alter, amend, extend, and enlarge the provisions of the Trent Valley Railway Act, 1845."

Dated this tenth day of November 1845.

Edwards, Mason, and Edwards, 8, Moorgate-street, London, and 8, Delahay-street, Westminster, Solicitors for the Bill. 4

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 the several branches hereinafter named, that is to say, the main line of railway to commence at Sidney wharf, in the parish of Bathwick, in the county of Somerset, and to terminate at or near Pie Poudre Court, in the Old Market, in the parish of Saint Philip and Jacob, in the county of the city of Bristol, with a branch railway, commencing therefrom at or near Warmley, in the parish of Siston, and terminating at Rodway Hill, within the parish of Mangotsfield, in the county of Gloucester (there forming a junction with the Bristol and Gloucester Railway): another branch railway commencing therefrom at or near Turner's Court, and terminating at or near Rodway Hill aforesaid, another branch railway commencing therefrom at Lambridge, in the parish of Swainswick, and terminating at Bathampton, both in the county of Somerset; another branch railway commencing in the parish of Swainswick, and terminating at Kensington, in the parish of Walcot, both in the county of Somerset, which said railway and branch railways will pass through or into the several parishes, townships, and extra-parochial places of Lyncombe and Widcombe, city of Bath, Saint James, Saint Peter, and Saint Paul or the Abbey Parish, Saint Michael, Walcot, Walcot Saint Swithin, Saint Saviour, Trinity, Bathwick, Bathampton or Bathampton, Bathford, Warley or Warleigh, Shockerwick, Batheaston or Batheston, Saint Catherine or Katern, Swainswick, Lower Swainswick, Tadwick, Charlcombe, Woolley, North Stoke, Langridge, Weston or Weston juxta Bath, some, or one of them, in the county of Somerset; and of Cold Aston, Turners Court, Bitton, Old Land, Holy Trinity, Hanham, Kings Wood, Wick and Abson, Doynton, Siston or Sciston, Pucklechurch, Madgotsfield, Stapleton, Saint Georges, Saint Philips, Saint Philip and Jacob, Barton Hill, Saint Paul, or some of them, in the county of Gloucester; and of Saint Philips, Saint Philip and Jacob, or some of them, in the county of the city of Bristol; 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 authorise 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 powers will be applied for to deviate from the line or lines laid down on the plan hereinafter mentioned, to the extent thereon defined, and to vary or alter all such turnpike-roads, 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 either 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 companies or persons to construct or to agree or participate in the construction of the same; And for such purpose power will be applied for to alter, amend, and enlarge some of the powers and provisions of the several Acts relating to the Kennet and Avon Canal Navigation passed respectively in the thirty-fourth, thirty-sixth, thirty-eighth, forty-first, forty-fifth, forty-ninth, and fifty-third years of the reign of his late Majesty King George the Third: And notice is hereby given, that in the event of a company or companies being incorporated as aforesaid, power will be given enabling them to sell or lease the said intended railway or any part thereof to the said company of proprietors of the Kennet and Avon Canal Navigation or any other company, and to enable the said company of proprietors, or such other company, to purchase or rent the same, or otherwise to enter into such other arrangements, whether for the contribution of funds or otherwise, towards the construction of the said railway and the works connected therewith, as may be mutually agreed upon: And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers of such lands, will, on or before the thirtieth day of November instant, be deposited for public inspection at the respective offices of the clerks of the peace for the county of Somerset at Taunton; for the county of Gloucester at Dursley and Gloucester, or one of them; and for the county of the city of Bristol at Bristol: 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 this eleventh day of November 1845.

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

NOTICE is hereby given, that application will be made to Parliament in the next session for leave to bring in one or more Bills to incorporate a company with powers to make, construct, and maintain lines of sewers, drains, and culverts, and other works on the north and also on the south sides of the river Thames, for intercepting and collecting the sewage from all existing sewers and drainage which are now emptied into the river Thames, and for conveying the same sewage into reservoirs, receptacles, and depositories to be constructed for that purpose; and it is intended that the lines of sewers and drains to be constructed for the said works on the north side of the said river Thames shall commence at or near the Ranelagh sewer, at the end of the Grosvenor-road otherwise the King's-road, at Sloane-square, in the parish of Saint Luke, Chelsea, and Saint George, Hanover-square, and shall be made in, under, and through the lands, streets, roads, ways, passages, and other places in the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Saint Luke, Chelsea, Christ Church, Chelsea, Saint Peter Pimlico, Saint George, Hanover-square, in the county of Middlesex; the precincts of Buckingham Palace, Saint John, Westminster, Saint James Westminster, Saint Margaret, Westminster, in the city of Westminster; the precincts of Whitehall, Saint Martin-in-the-Fields, Saint Paul's Covent Garden, Saint Mary-le-Strand, the precinct of the Savoy, Saint Clements Danes, in the county of Middlesex; Saint Dunstan-in-the-West, Saint Bridget or Saint Bride

Whitefriars, Bridewell Precinct, Saint Sepulchre, Saint Martin Ludgate, Saint Anne Blackfriars, and Saint Andrew-by-the-Wardrobe, Saint Andrew Holborn, Saint Mary Magdalen Old Change, and Saint Gregory by Saint Paul's, Saint Augustin or Saint Austin Old Change, and Saint Faith under Saint Paul's, the precincts of Saint Paul's, Allhallows the Great and Allhallows the Less Upper Thames-street, Saint Michael Queenhithe, and Trinity the Less, Saint George's Cannon-street East, Saint Bennett and Saint Peter Paul's Wharf, Saint Mary Somerset and Saint Mary Mounthaw, Saint Nicholas Cole Abbey with Saint Nicholas Olave, Saint Matthew Friday-street, and Saint Peter Westcheap, Saint Peter Cheapside, Saint Mary Magdalen Old Fish-street, Saint Mildred Bread-street, and Saint Margaret Moses, Allhallows Bread-street, and Saint John the Evangelist, Saint James Garlick Hithe, Saint Mary Aldermay Bow-lane, Saint Pancras in Pancras-lane, Saint Mary-le-Bow with Allhallows Honey-lane, Saint Thomas the Apostle, Saint Michael Royal, and Saint Martin Vintry, Saint Anthony or Antholin and Saint John the Baptist near Dowgate, Saint Clement Eastcheap, and Saint Martin Orgass, Saint Edmund the King with Saint Nicholas Acons, Saint Mary Woolchurch and Saint Mary Woolnoth, Saint Stephen Walbrook and Saint Bennet Sherehog, Saint Swithin at London Stone, and Saint Mary Bothaw, Saint Mary Abchurch and Saint Laurence Pountney, Saint Benet Gracechurch and Saint Leonard Eastcheap, Saint Magnus by London Bridge and Saint Margaret New Fish-street, and Saint Michael Crooked-lane, Saint Dionis Backchurch (Fenchurch-street), Saint George in Botolph-lane and Saint Botolph at Billingsgate, Saint Mary Hill and Saint Andrew Hubbard, Saint Margaret Pattens, and Saint Gabriel Fenchurch-street, Saint Katherine Coleman, Saint Dunstan-in-the-East, Allhallows Staining Mark-lane, Saint Olave Hart-street, Allhallows Barking, Trinity in the Minories, Saint Botolph within Aldgate and Saint Botolph without Aldgate, and the Tower Liberties and Precincts in the city of London; Saint Botolph without Aldgate, the Tower liberties and precincts, Saint Mary Whitechapel, Saint Katherine near the Tower, Saint John Wapping, Saint George Middlesex, Saint George Ratcliff, Saint James Ratcliff, Saint Paul at Shadwell, Saint Anne Limehouse, Saint Dunstan Mile-end New-town, Saint Dunstan Poplar and Blackwall, All Saints Poplar, Saint Leonard Bromley in the county of Middlesex, Westham, Eastham, and Barking, in the county of Essex; and North Woolwich, in the county of Kent or Essex, or one of them; and shall terminate in certain marsh lands in the parishes of Barking or Woolwich, bounded on the south by the river Thames, Saint Catherine, Saint John Wapping, Saint George, Ratcliffe, Saint James Ratcliffe, Saint Leonard Bromley, Saint Paul Shadwell, Saint Dunstan Stepney, Saint Anne Limehouse, Saint Dunstan Mile End New Town, Saint Dunstan Poplar, and Blackwall, in the Tower Hamlets, Westham, Eastham, and Barking, in the county of Essex; and North Woolwich, in the county of Kent or Essex, or one of them, and shall terminate in certain marsh lands in the parishes of Barking or Woolwich; bounded on the south by the river Thames, and on the east by Barking Creek, where it is proposed that certain reservoirs, receptacles and depositories shall be made and constructed for the reception of the said sewage: and it is intended that the line of sewers and drains on the south side of the river Thames shall commence at or near the Earles sluice sewer, Victualling Office-row, at Plough-lane, in the parish of Saint Mary Rotherhithe in the county of Surrey, and shall be made in, under, and through the lands, streets, roads, passages, ways and other

places in the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say, Saint Mary Rotherhithe in the county of Surrey, Saint Paul Deptford, Saint Alphage Greenwich, in the county of Kent, Saint John Horsleydown, Saint Mary Magdalen Bermondsey, Saint Olave, Southwark, Saint Thomas Southwark, Saint Saviour Southwark, Saint George the Martyr, Southwark, Christchurch in Surrey, Saint Mary Lambeth, and Saint Mary Battersea in the county of Surrey, or some of them; and shall terminate at or near some marsh land bordering on the river Thames in the said parish of Saint Alphage Greenwich, and lying between the said river Thames and the end of a lane known as the north Horn-lane, and powers will also be applied for in the said Bill or Bills to erect and construct on the lands to be taken for the purposes of reservoirs, and on other lands adjacent thereto, all such houses, buildings, machinery, engines, apparatus, and works as may be necessary for the purposes of the undertaking, and to lay out, make, and maintain depôts, yards, wharfs, quays, embankments, landing-places, and other works and conveniences to be used in connexion with the said works. And powers will also be applied for to enable the company to be incorporated by the Bill or Bills to enter upon the several roads, streets, ways, passages and places through and under which the said intended works are to be made and carried, and to break up and open the same for the purpose of laying down their sewers and drains, and to stop up the same during the progress of the works; also powers for the purchase of lands and houses by compulsion and otherwise, and to vary and extinguish all rights and privileges connected with the said lands; and powers will also be applied for to make lateral deviations from the lines of the proposed works to the extent and within the limits defined upon the plans hereinafter mentioned.

And notice is also given, that duplicate plans and sections describing the lines and levels of the said intended works, 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 county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; with the Clerk of the Peace for the city of Westminster, at his office in Carlisle-street, Soho-square; with the Town Clerk of the city of London at his office at the Guildhall of the city of London, in the said city; with the Clerk of the Peace for the city of London at his office at the Sessions House, Old Bailey, in the said city; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county; with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth, in the said county; and with the Clerk of the Peace for the county of Kent, at his office at Maidstone, in the said county; and that on or before the thirty-first day of December next a copy of so much of the said plans and sections as relates to each parish in or through which any of the said works are intended to be made or carried, together with a book of reference thereto, will be deposited with the parish clerk of each such parish at his place of abode.

Dated the eleventh day of November 1845.

Wood and Blake, Solicitors; Falcon-street, Aldersgate-street.

Oxford, Witney, Cheltenham, and Gloucester Independent Extension Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in an Act or Acts for making and maintaining the following railways,

or some part or parts thereof, with all proper works, stations, and other conveniences connected therewith, namely: first, a railway commencing at and diverging from a point at or near the Southall-station of the Great Western Railway, in the chapelry of Southall, in the precinct or chapelry of Norwood, in the parish of Hayes, in the county of Middlesex, and terminating at or near a turnpike road leading from the city of Oxford to Wet Sandford, in a common field commonly called Cowley Field, situate within the borough of Oxford, and within the several parishes or places of Saint Clement Cowley, Church Cowley, Temple Cowley, Middle Cowley, Hockmore-street, Ifley, otherwise Yeffley, and Saint Mary the Virgin, or some or one of them, all in the county of Oxford, and which said railway and works will be situate in and pass from, through, or into the following parishes, townships, townlands, extra-parochial, and other places following, or some of them, namely, Southall, Norwood, Hayes, Hillingdon, Uxbridge, Uxbridge Moor, Cowley, or some of them in the county of Middlesex, Iver Denham, Stoke Poges, Upton Chalvey otherwise Upton-cum-Chalvey, Fulmer Hedgerley, Hedgerley Dean, Chalfont Saint Peters, Chalfont Saint Giles, Farnham, Royal Beconsfield, Burnham, the liberty of Burnham town and wood, Lower Boveney, Upper side Boveney, Britwell, Burnham East, or Allards Appenham Penn, Seer Green, Langley, Langley Marsh otherwise Langley Marsh Wooburn, otherwise Woburn Londwater, the borough of Chipping Wycombe otherwise High Wycombe, Chipping Wycombe otherwise Chepping Wycombe, otherwise High Wycombe, West Wycombe, Hitchenden otherwise Hughenden, Bradenham, Saunderton, Saunderton Lee, Horsenden, Little Horsenden, Princes Risborough, Bledlow, Bledlow-ridge, Illmer otherwise Illmire, Kingsey, Towersey, Shabbington, Ickford, or some of them, in the county of Buckingham.

Chinnor Henton otherwise Hempton Winnall, Sydenham, Kingsey, Emmington, Thame, New Thame, Old Thame, Priestend, North Weston, Thame Park, Moreton, Waterstock, Shabbington, Great Haseley, Rycote, Albury, Tiddington otherwise Tiddington-cum-Albury, Ickford, Draycott, Waterstock, Waterperry, Great Milton, Chilworth, Holton, Cudsden otherwise Cuddesden Wheatley, Schotover, Forest-hill, Littleworth, Horsepath, Stanton, Saint John, Headington, Headington Quarry, Copse, Marston, Saint Clement, Cowley, Church Cowley, Temple Cowley, Middle Cowley, Hockmore-street, Ifley otherwise Yeffley Littlemore and Saint Mary the Virgin, or some of them, in the county of Oxford.

Second; a railway diverging from the before mentioned railway, at or near the town of Thame, in the township of Old Thame, in the parish of Thame, in the county of Oxford, and terminating by a junction with the Oxford and Rugby Railway, in the parish of Aynho otherwise Aynho-on-the-Hill, in the county of Northampton, and which railway and works connected therewith will be situated in and pass from, through, or into the following parishes, townships, townlands, extra-parochial and other places, or some of them, namely; Thame, Old Thame, New Thame, Thame Park, Priest-end, North Weston, or some of them, in the county of Oxford. Long Crendon, Easington, Chilton, Oakley, Boarstall, Shabbington, Ickford, Brill, Beckley, Horton, Studley, Worminghall, or some of them in the county of Buckingham; Beckley, Studley, Horton, Ambrasden, Arncoth, Nether Arncoth, Over Arncoth, Charlton, Charlton-on-Otmoor, Fencott, Mercott otherwise Moorcott, Chesterton, Wendlebury, Merton, Wretchwick, Bicester, Market End Bicester, King's End, Middleton, Stoney, Somerton, Caversfield, Upper

Heyford otherwise Heyford Warren, Lower Heyford, Chilgrove, Deddington, Clifton, King's Sutton, Walton, Bucknell, Ardley, Fewcott, Fritwell, Souldern, Aynho otherwise Aynho-on-the-Hill, or some of them, in the county of Oxford, Ayubo otherwise Aynho-on-the-Hill, Walton and King's Sutton, or some of them, in the county of Northampton.

Third; a railway commencing at or near the before-mentioned terminus of the first before-mentioned railway in a field known as Cowley Field, situate within the borough of Oxford, and within the parishes of Saint Clement, Cowley, Church Cowley, Temple Cowley, Middle Cowley, Hockmore-street, Ifley otherwise Yeffling and Saint Mary the Virgin; some or one of them, all in the county of Oxford, and terminating in a field now in the occupation of Lawrence Wyatt, in the liberty of Grandpont in the parish of Saint Aldates, in the county of Berks, and which railway will be situate in and pass from, through, or into the following parishes, townships, townlands, extra-parochial and other places, or some or one of them, namely, Saint Clement, Cowley, Church Cowley, Temple Cowley, Middle Cowley, Hockmore-street, Ifley otherwise Yeffley, Littlemore, and Saint Mary the Virgin, in the county of Oxford, the liberty of Grandpont, Saint Aldates, North Hinksey otherwise Ferry Hinksey, and South Hinksey, in the county of Berks.

And notice is hereby further given, that it is intended, in the said Act or Acts so to be applied for, to take powers to deviate from the line or lines laid down in the maps or plans as hereinafter mentioned to the extent defined thereon. And for the purposes aforesaid, it is intended to incorporate a company, with powers to take and acquire, by compulsory purchase or otherwise, such lands, houses, tenements, hereditaments, and other property as may be necessary for the construction of the said railways and other works, and to vary and extinguish all existing rights and privileges connected with the lands, houses, tenements, hereditaments, and other property so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railways and works, and to confer other rights and privileges in relation thereto; and also with power to cross, vary, alter, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, highways, roads, passages, railways, tram-roads, streams, canals, aqueducts, navigable rivers, navigations, waters, watercourses, sewers, gas and other pipes, mill and other ponds, as may be necessary for the purposes of the said railways, or the works connected therewith respectively; and with power to levy tolls, rates, or duties for the use of the said railways, and the engines, warehouses, stations, landing places, and other works connected therewith, and for the passage and carriage of passengers, merchandize, articles, and things, upon or along the same, and to grant, vary, or extinguish such exemptions from such tolls, rates, and duties, or any other rights or privileges, as to the company may seem fit; also with powers to raise money for the purposes of the undertaking, by the creation of shares, or some other mode, to be authorised by the said Act or Acts; and also with power to the said company to enter into, and carry into execution such arrangements, agreements, or undertakings, with any other companies, corporations, commissioners, trustees, or other bodies or persons, as may be necessary, expedient, or proper for making, constructing, using, working, selling, or leasing the said railways and works, or any part or parts thereof, or forming junctions, or communications, with, or for purchasing or leasing, any railway or railways already formed, or to be hereafter formed.

And notice is hereby given, that duplicate maps or plans and sections describing the line and level and situation of the said intended railways and works, and the lands, houses, and other property, 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, and property, 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 of the several counties, ridings, and divisions, hereinafter mentioned, viz., for the county of Middlesex at the Sessions House, Clerkenwell, in the said county; for the county of Oxford, at Oxford, in the said county; for the county of Buckingham, at Aylesbury, in the said county; for the county of Berks, at Abingdon, in the said county; for the county of Northampton, at Northampton, in the said county.

And that, on or before the thirty-first day of December next, a copy of so much of the said maps or plans, and sections, and books of reference, as relate to the several parishes from, in, through, or into, which the said railways will pass, or be situate, will be deposited with the parish clerk of each of such parishes, at their respective places of above.

Dated this eleventh day of November 1845.

Ingleby Thos. Miller, 3, Abchurch Lane, London.

Stroud, Cirencester, and London Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to authorise the construction and maintenance of a branch or new line of railway, to commence on the main line of the Great Western Railway, in the parish of Denchworth, in the county of Berks, at or near the Farringdon-road station, and to terminate on the Cirencester branch line of "The Cheltenham and Great Western Union Railway," in the parish of Cirencester, in the county of Gloucester, at or near the station of the Great Western Railway there; which said branch or new line of railway is intended to be made in and to pass from, through, or into the several towns, parishes, hamlets, or townlands of Denchworth, Goosey, Stamford-in-the-Vale, Baulking otherwise Battlesking, Shillingford, Fernham, Little Coxwell, Great Coxwell, Coleshill, Farringdon (town and parish), Eaton Hastings, Buscot, Inglesham, all in the county of Berks; Lechlade (town and parish), Downington, Clayhill, Whelford, Kempsford, Fairford (town and parish), Horcot, in the county of Gloucester; Marston Maisey, in the county of Wilts; Maisey Hampton, in the county of Gloucester; Poulton, in the county of Wilts; Ampney Saint Peter otherwise Eastington, Ampney Saint Mary otherwise Asbrook, Harnhill, Ampney Crucis, Norcot, Preston, and Cirencester, in the county of Gloucester, or some or one of them; together with all proper and convenient stations, warehouses, bridges, communications, conveniences, and other works.

And notice is hereby also given, that plans and sections, describing the lines and levels of the proposed railway and works, with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands through which the same are to be made, 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 the city of Gloucester; and with the Clerk of the Peace for the county of Wilts, at his office at Wilton, in the county of Wilts; and with the Clerk of the Peace for the county of Berks, at his office in Abingdon, in the county of Berks; and on or before the thirty-first day

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

And notice is hereby also given, that it is intended to insert in the said Act power to deviate in the construction of the said proposed railway and works from the lines or situations thereof, as laid down in the said plans, to such an extent as will be shown on the said plans, and to stop, alter, vary, or divert such highways, roads, footpaths, railways, rivers, brooks, canals, streams, and watercourses, within the said parishes and places hereinbefore mentioned, as may be necessary for the purpose of constructing the said railway and works, or any part thereof; it is further proposed, in and by the said Act, to take powers to incorporate a company for carrying into effect the objects aforesaid, with full power to purchase and take lands, houses, tenements, and hereditaments, by compulsion or agreement, for the purposes thereof, and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, tenements, and hereditaments; and also powers to levy tolls, rates, or duties, for the use of the said railway and other works connected therewith.

And it is further proposed, in and by the said Act, to enable the company so to be incorporated as aforesaid to carry out any agreement or agreements, arrangement or arrangements, which they may think proper or expedient for the sale, transfer, amalgamation, or consolidation of the whole or any part of the said railway and works connected therewith respectively, which may be authorised to be made under the provisions of the said intended Act, with any other company or persons, and to grant a lease or leases of all or any part thereof, and to enable such other company or persons to purchase or rent, or construct the works which may be so sold, or let, or transferred, or leased to them, and to raise any funds, or to contribute to the capital requisite for the construction of the said proposed railway and works connected therewith, and to hold shares, and to have any other interest therein, or to guarantee interest or profit on the capital or outlay of the company to be incorporated as aforesaid, or on any portion thereof, and also to enable the said company to purchase or take a lease of any canal or canals, navigation or navigations, and of any other railway or railways, and of any shares, rights, or interests, in any canal or canals, or any other railway or railways, or any part or parts thereof respectively.

Dated this eleventh day of November 1845.

Ingleby Thos. Miller,
3, Abchurch-lane, London.

London, Birmingham, and Buckinghamshire 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, and branch railways, to be called "The London, Birmingham, and Buckinghamshire Railway," with all proper and necessary works and conveniences connected therewith, the main trunk line of the said railway or railways commencing at or near the town of Uxbridge, in the parish of Hillingdon, in the county of Middlesex, and terminating at or near Banbury, in the township of Neithrop, in the parish of Banbury, in the county of Oxford; which said intended railway or railways, and works connected therewith, are intended to be made in, and to pass from, through, into, or near the several parishes, townships, town-lands, hamlets, extra parochial places, and other places following, or

some or one of them; that is to say, Hillingdon and Uxbridge, in the county of Middlesex; Denham, Iver, Langley Marish, Fulmer, Chalfont Saint Peters, Chalfont Saint Giles, Beaconsfield, Sear Green, Farnham Royal, Coleshill, and Amersham, in the county of Hertford; and in the county of Buckingham, or in one or both of them, Amersham, Little Missenden, Great Missenden, Little Hampden, Great Hampden, Lee, Ellesborough, Wendover, Stoke Mandeville, Weston Turville, Walcot otherwise Walton, Aylesbury, Quarendon, Fleet Marston, Pitchcott, Waddesdon, Quainton, Hogshaw, Doddershall, Shipton, Lee, Grendon Underwood, Edgecott, East Claydon, Middle Claydon, Charndon, Steeple Claydon, Twyford, Hillesdon, Preston Bissett, Chetwode and Barton Hartshorn, all in the county of Buckingham; Goddington, Newton Purcell, Shell's Well, Finmere, Mixbury, Cottesford, Neithrop, and Banbury, all in the county of Oxford; Evenly, Croughton, Brackley, Hinton-in-the-Hedges, Charlton Newbottle, otherwise Charlton by Newbottle, Newbottle Farthingho, King's Sutton, Middleton Cheney, Warkworth, Overthorpe, Nethercote, all in the county of Northampton; and also of a branch railway, or extension of the said main trunk line of railway, with all necessary and proper works and conveniences connected therewith, commencing therefrom, or forming a junction therewith, at or near to a station of the said intended main trunk line of railway intended to be constructed in, at, or near to Preston Bissett, in the parish of Preston Bissett, in the said county of Buckingham, and terminating by a junction with the London and Birmingham Railway, at or near to the Wolverton station of the last-mentioned railway, in the parish of Wolverton, in the said county of Buckingham; and which said branch railway, or extension of the said main trunk line of railway, is intended to be made in, and to pass from, through, into, or near the several parishes, townships, town-lands, hamlets, extra-parochial and other places following, or some or one of them; that is to say, Chetwode, Preston Bissett, Hellesden, Turgewick, Gawcott, Padbury, Buckingham, Thornborough, Thornton, Beachampton, Calverton, Stoney Stratford, and Wolverton, in the said county of Buckingham; and also of a branch railway, or extension of the said main trunk line of railway, with all necessary and proper works and conveniences connected therewith, commencing therefrom, or forming a junction therewith at or near to a station of the said main trunk line of railway intended to be constructed at or near Preston Bissett aforesaid, and terminating at, in, or near the town and parish of Bicester, in the county of Oxford; which last-mentioned branch railway, or extension of the said main trunk railway, is intended to be made in, and pass from, through, into, or near the several parishes, townships, town-lands, hamlets, extra-parochial and other places following, or some or one of them; that is to say, Preston Bissett, Chetwode, Twyford, and Caviesfield, in the county of Buckingham; Goddington, Stratton, Audley, Marsh Gibbon, Launton, Wretchwick, Market-end, King's-end, Crockwell, and Bicester, all in the county of Oxford.

And notice is hereby given, that duplicate plans and sections, describing the lines and levels and situation of the said intended railway or railways, and branch railways, and the whole of the works and the lands in or through which they are to be made, maintained, varied, extended, and enlarged, and through which every communication to and from the works shall 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, 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 Middlesex, at his office, at the Sessions House, 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; and with the Clerk of the Peace for the county of Hertford, at his office at St. Albans, in the said county; and with the Clerk of the Peace for the county of Oxford, at his office, at Oxford, in the said county; and with the Clerk of the Peace for the county of Northampton, at his office at Northampton, in the said county. And that a copy of so much of such plans and sections as relate to each parish in, from, through, or into which the said proposed railway or railways, and branch railway or railways, and works, or any part thereof, is or are intended to be made, together with a book of reference thereto, will be deposited on or before the thirty-first day of December of the present year with the Parish Clerk of each such parish at his respective place of abode.

And notice is hereby further given, that powers are intended to be taken in and by the said Act or Acts to deviate in the construction of the said railway or railways, and branch railway or railways, from the lines of situation thereof respectively, as laid down on the plan thereof, to the extent shown or defined on the said plans, and to cross, vary, stop up, alter, and divert such railways, tramroads, highways, turnpike roads, parish roads, and other roads and highways, bridges, passages, canals, navigations, rivers, streams, brooks, aqueducts, and watercourses within the several parishes, townships, town-lands, hamlets, and extra-parochial and other places aforesaid, as it may be necessary to stop up, alter, cross, vary, or divert, for the purposes of such railway or railways, and branch railways.

And it is intended in the said Act or Acts to take powers to incorporate a company for carrying into effect the objects aforesaid, and for powers to purchase and take all such lands, houses, and other property, by compulsion or agreement, as may be necessary for the purposes aforesaid, and for varying or extinguishing all rights and privileges in any manner connected with such lands, houses, and other property, and to confer other rights and privileges, and for the levying of tolls, rates, and duties, for and in respect of the use of the said proposed railway or railways, and branch railways, and other works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet, and to alter and repeal all and so much of the provisions of any Act or Acts as shall in anywise affect or interfere with the making and maintaining the said railway or railways, and branch railways, and to confer other powers and provisions in lieu thereof.

And it is further intended to apply for and obtain powers by the said Act or Acts for leave to incorporate a company to raise money for the 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 authorised, and to provide for and to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the before-mentioned proposed undertaking, and to let on lease or sell the said intended railway or railways, and branch railways, and other works, or any part or parts thereof, to any other company or parties, or to unite and 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, and branch railways, or any part or parts thereof, and to use and work the same, or any part or parts thereof respectively, and to take tolls, rates, and

duties 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 also to authorise the company to be incorporated by the said Act, or such united or amalgamated, or any other company or companies, or 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 branch railways, and works, and also to effect and confirm any agreement or arrangement made, or hereafter to be made, for or in respect of the traffic passing or which may pass on the line of the said intended railway or railways and branch railways, or on the line or works of any other railway company united or amalgamated with the company incorporated by the said intended Act or Acts, or any or either of them.

Dated the tenth day of November 1845.

<p><i>Forbes and Drake,</i> Warnford-court; <i>Birch and Bramah,</i> 6, Great Winchester-street; <i>Owen T. Alger,</i> Bedford-row, <i>Cadwal. F. Waddy,</i> 13, Fludyer-street, Westminster,</p>	<p>} Joint Solicitors. } Parliamentary Agent.</p>
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[Spalding and Brandon Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for leave to bring in one or more 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 Eastern Counties Railway, at or near a point in the parish of Weeting, otherwise Weeting with Broomhill, in the county of Norfolk, three-quarters of a mile or thereabouts from the point where the Eastern Counties Railway crosses the road leading from Brandon to Stoke Ferry, and to terminate either by an independent terminus, or by a junction with the proposed Grand Union Railway, at or near the chain bridge in the town and parish of Spalding, in the county of Lincoln; which said railway and works will pass 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); Brandon Weeting Saint Mary's Weeting All Saints Broomhill otherwise Weeting otherwise Weeting with Broomhill Wilton otherwise Hockwold-cum-Wilton and Hockwold otherwise Hockwold-cum-Wilton Feltwell Saint Nicholas Feltwell Saint Mary Feltwell Methwold Hilgay Roxham Ryston Fordham Denver Downham Market The hundred acre common Wimbotsham Stow, Bardolph, Walpole Walpole Saint Andrew Walpole Saint Peter Outwell Emneth and Walsoken all in the county of Norfolk; Wisbech Wisbech Saint Peter Wisbech Saint Mary Leverington otherwise Leverington Saint Leonards Newton Leverington Parson Drove and Tydd Saint Giles all in the Isle of Ely in the county of Cambridge, and Tydd Saint Mary Sutton Saint Edmund's Sutton Saint Mary otherwise Long Sutton Sutton Saint James Gedney Gedney Hill Gedney Fen Fleet Holbeach Whaplode Whaplode Drove otherwise Whaplode Drove Chapel otherwise Whaplode Fen Moulton Weston Cowbit and Spalding all in the county of Lincoln; 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 herein-after-mentioned, and also to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike roads, parish roads, streets, and other highways, rivers, streams, sewers, drains, canals, navigations, railways, or tramroads within the said parishes, townships, townlands, 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 Norfolk at his office at Aylsham, in the county of Norfolk, and with the Clerk of the Peace for the county of Cambridge at his office at Cambridge, in the county of Cambridge, and with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech, in the Isle of Ely, in the county of Cambridge, and with the Clerk of the Peace for the parts of Holland in the said county of Lincoln, at his office at Spalding, in the county of Lincoln, on or before the thirtieth day of November instant, and that on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which 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 undertaking, or some part or 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 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, upon such terms as may hereafter be agreed upon, 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 Norfolk Railway Company, and to the said Grand Union Railway Company, and to the intended Wisbech and Saint Ives Railway Company, or any of them, or any other railway company or companies, or persons with whose line the said intended railway and works may unite, and to delegate to the said Norfolk Railway Company, Grand Union Railway Company, and Wisbech and Saint Ives 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 Bill or Bills, and to authorise the said Norfolk Railway Company, Grand Union Railway Company, or Wisbech and Saint Ives 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, of 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, and to raise money for the purposes aforesaid.

And it is further proposed by the said Bill or Bills

to authorise the Union and amalgamation of the said companies, or any of them, with the company or companies so to be incorporated, upon such terms and conditions as may be mutually agreed upon, and to authorise 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, 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 of Parliament relating to the said Norfolk Railway, and particularly an Act passed in the seventh year of the reign of her present majesty, intituled, An Act for making a Railway from Norwich to Brandon, with a Branch to Thetford; and another Act passed in the ninth year 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 authorising the construction of certain works at Norwich, in connection with the Yarmouth and Norwich Railway.

Dated this first day of November 1845.

Capes and Stuart.

Edinburgh and Peebles 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 for making and maintaining a railway, with all proper works and conveniences therewith connected, to be called "The Edinburgh and Peebles Railway," commencing at a point or points upon the Dalkeith branch of the North British Railway at or near Cairnie, in the parish of Inveresk, and county of Edinburgh, and terminating at a point at or near the town and royal burgh of Peebles, in the parish of Peebles, and county of Peebles, with a branch leading from a point on the said main line, at or near to Parkburn, in the parish of Libberton, and county of Edinburgh, to a point at or near the town of Lasswade, in the parish of Lasswade, and county last mentioned: Also a branch from a point on the said main line at or near to the Moat Farm, in the parish of Lasswade aforesaid, to a point at or near the village of Roslin, in the parish of Lasswade aforesaid; and another branch from a point on said main line at or near to Wellington Farm, in the parish of Penicuik, and county of Edinburgh, to a point at or near the town of West Linton, in the parish of Linton, and county of Peebles, with all proper works and conveniences connected with said branches; which railway and branches above mentioned, with the works and conveniences connected therewith, will be situate in, or will pass from, through, or into the several parishes, townships, burghs, and extra parochial places following, or some of them:—That is to say, Inveresk, Newton, Libberton, Lasswade, Glencorse, Penicuik, Newlands, Linton, Eddlestone, Peebles, and the royal burgh of Peebles, all in the counties of Edinburgh and Peebles respectively. And it is intended to take powers in the said Bill to deviate in constructing the said intended railway and branches and works from the line or lines laid down on the maps or plans thereof, to be deposited as after mentioned, to such an extent as is or will be defined in the said plans.

And it is also intended by the said Bill to incorporate a company for making, maintaining, working, and using the said railway and works, with the branches and works aforesaid, and for conveying passengers and goods on the said railway and branches, and on other communicating railways, and for other purposes, with powers for the compulsory purchase of lands, houses, and other heritages; and it is intended to take powers

to vary or extinguish all existing rights and privileges connected with the lands, houses, and other heritages so to be purchased, or which would in any manner impede or interfere with the construction, maintenance, or use of the said railway and branches, and works, and to confer other rights and privileges in relation thereto; and also, with power to the said intended company to levy tolls, rates, and duties on and for the use of the said railway and branches and works, and for the conveyance of passengers and goods as aforesaid; and it is intended by the said Bill to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and also, with power to the said intended company to enter into and carry into execution with any other companies or corporations, or any commissioners, road-trustees, or other bodies or persons, such arrangements and agreements as may be expedient or proper for the making and maintaining the said intended railway and branches and works, or for the use of the same, or of any railway or railways communicating therewith, or for working the same or any portion thereof. And it is further intended by the said Bill to enable the North British Railway Company to rent or take on lease or to purchase the said intended railway and branches and works, and to enable the company so to be thereby incorporated to let or lease, or to sell and convey the same. And it is also intended by the said Bill to take powers for altering and diverting such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, mill-leads, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making and maintaining, or more conveniently making and maintaining and using the said railway and branches, and works and conveniences connected therewith. And, so far as may be necessary for any of the purposes aforesaid, it is intended to alter and amend the Acts relating to the said North British Railway hereinafter recited, or one or other of them, and the tolls, rates, and duties authorised to be levied thereon.—That is to say, An Act passed in the seventh and eighth years of the reign of her present Majesty, intituled, "An Act for making a railway from the city of Edinburgh to the town of Berwick-upon-Tweed, with a branch to the town of Haddington;" and an Act passed in the eighth and ninth years of the reign of her present Majesty, intituled, "An Act to empower the North British Railway Company to purchase the Edinburgh and Dalkeith Railway," and to alter part of the line of the said railway and of the North British Railway, and to construct certain branch railways in connection therewith."

And notice is also hereby given, that maps or plans and sections describing the lines or situations and levels of the said intended railway and branches and other works, and the lands, houses, and other heritages 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, houses, and heritages respectively, will, on or before the thirtieth day of November next, be deposited for public inspection as follows:—That is to say, at the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh, and in the office in Peebles of the principal sheriff-clerk of the county of Peebles; and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the said parishes, and the royal burgh before mentioned, will, on or before the thirty-first day of December next, be deposited for public inspection as follows:—That is to say, so far as relates to each of the foresaid parishes, with the schoolmaster, if any, and if there be no schoolmaster,

then with the session-clerk of each parish, at the place of abode of such schoolmaster or session-clerk, and so far as relates to the royal burgh of Peebles, with the town-clerk of Peebles, at his office in that town.

Menzies and Maconochie, W.S., Edinburgh;
John Bathgate, Writer, Peebles; *Deans*,
Dunlop, and *Hope*, Fludyer Street, West-
minster.

Edinburgh, 32, Queen Street,
October 14th, 1845.

Leicester, Melton Mowbray, and Boston Direct
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 and maintenance of a railway or railways, with all proper works, approaches, and conveniences connected therewith, commencing by a line of junction with, or from, and out of, the Midland Railway at or near the Syston and Peterborough Branch of the last-mentioned railway, at and in the parish of Saxby, in the county of Leicester, and terminating at or near the parish of Folkingham, otherwise Falkingham, in the county of Lincoln, which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial or other places following, or some of them (that is to say): Saxby, Garthorpe, Coston, Sproxtton, Buckminster, and Sewsterne, in the county of Leicester; and Stainby, Gunby, North Witham, Wools-thorpe, Twyford, Colsterworth Easton, Burton, Coggles, Corby, Bitchfield, Irnham, Osgodby, Ingoldsby, Keisby (otherwise Caseby), Lavington (commonly called Lenton or Linton), Hanby, Great Humby, Sapperton, Pickworth, Walcot, Laughton, and Folkingham, otherwise Falkingham, in the parts of Kesteven, in the county of Lincoln; 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, townlands, 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 the said Act or Acts to take powers for deviating from the line of the said intended railway or railways, as laid down in the plans thereof, to be deposited as hereinafter mentioned. And it is further intended by such Act or Acts to vary or extinguish all existing rights or privileges in any manner connected with the lands proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges. And it is also intended by such Act or Acts to incorporate a company for the purpose of carrying 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 the levying of 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 and works, or any part thereof, and all and any powers of such company to any other 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 contribute funds for or towards the construction, maintenance, and use of the said railway or railways and works, and to guarantee interest on 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 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 parts of Kesteven, in the county of Lincoln, at his office in Sleaford, in the same county, and with the Clerk of the Peace for the county of Leicester, at his office in Leicester, in the county of Leicester; 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 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.

Potter and Collingridge, 5, Basinghall-street,
London; *John Edward Lawton*, Leicester;
Solicitors.

Cameron and Bain, 18, Parliament-street, Par-
liamentary Agents.

Gainsborough to Nottingham.

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 from Gainsborough to Nottingham, 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 the port of Gainsborough, in the parish of Saundby, in the county of Nottingham, and terminating at or near the town of Nottingham, in the parish of Saint Mary, in the county of the said town of Nottingham, or commencing and terminating at some intermediate point or points between the respective points of commencement and termination above specified and within some or one of the parishes, townships, townlands, and extra-parochial or other places 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, townlands, and extra-parochial or other places following, or some of them, that is to say: Gainsborough, Beckingham, in the county of Lincoln; Sawaby, Bole, West Burton, South Wheatley, Fenton, Fenton Marsh, Sturton la Steeple, Hablesthorpe, otherwise Apesthorpe, Coates, South Leverton, North Leverton, Treswell, Rampton, Stokeham, Laneham, East Drayton, West Drayton, Dunham, Ragnall, Darlton Wood, Coates, Fledborough, Marnham, Skedby, Normanton-upon-Trent, Grassthorpe, Weston, Sutton-upon-Trent, Ossington, Carlton-upon-Trent, Norwell, Willoughby, Cromwell, North Muskham, Bathley, Holme, South Muskham, Little Carlton, South Carlton, Winthorpe, Kelham, Balderton, Hawton, Coddington, Newark-upon-Trent, East Stoke,

Langford Merring, Laxton or Lexington, Eglington, Tuxford, West Markham or Markham Clinton, East Markham, Bever Coates, Askleam, Stokeleam, Headon-cum-Upton, Gamston, Staythorpe, Averham, Farnon, Upton, Fisherton, Rolleston, Southwell and Scrosby, Southwell, Morton, Norton, Gibsmere, Goverton, Bleasby, Thurgarton, Hoveringham, Gonalston, Caythorpe, Gunthorpe, Lowdham, Burton Joyce-cum-Bulcote, Bulcote, Burton Joyce, Stoke Bardolph, Carlton, Gedling, Colwick, Sneinton, Nottingham, all in the county of Nottingham. 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, townlands, 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 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 in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act or Acts to vary or extinguish all existing rights and privileges in any manner connected with the lands 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 to be thereby incorporated to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto to the Midland and London and York Railway Companies, or one of them, and to enable the said last-mentioned companies, or one of them, to purchase or rent the said intended railway and works or any part thereof, and to exercise such powers or any of them; and also to raise and contribute funds for or towards the construction, maintenance, and use 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 before-mentioned railway companies and railway company which may be so incorporated as hereinbefore mentioned.

And for the purposes aforesaid it is intended to alter, amend, vary, or enlarge, so far as may be necessary, the powers and provisions of the said Acts relating to the Midland Railway.

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 division of the county of Lincoln, at his office in Spilsby; with the Clerk of the Peace for the county of Nottingham, at his office in Newark; and with the Clerk of the Peace for the town and county of the town of Nottingham, at his office in Nottingham; and that a copy of so much of the said maps or plans, sections, and books of reference as relate 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, at their respective residences.

Dated this seventh day of November, 1845.

G. P. Hill, 21 A, Soho-square; *J. T. Sanders*, 11, Gray's Inn-square; *A. Wells*, Nottingham; Joint Solicitors.

City of Exeter to Ilfracombe 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 from the city and county of the city of Exeter to Ilfracombe, otherwise Ilfordcombe, in the county of Devon, or some part or parts thereof, with all proper works, approaches, stations, and conveniences connected therewith: that is to say—a railway commencing on the Bristol and Exeter Railway, at or near the city of Exeter, in the parish of Saint David, in the city and county of the said city of Exeter, in the county of Devon, and terminating at or near the port of Ilfracombe, or Ilfordcombe, in the parish of Ilfracombe, otherwise Ilfordcombe, in the said county of Devon, or commencing or terminating at some intermediate point or points between the respective points of commencement and termination above specified, and within some or one of the parishes, townships, townlands, and extra-parochial or other places hereinafter mentioned, and to alter, enlarge, and improve the port and harbour of Ilfracombe, otherwise Ilfordcombe, aforesaid, and to make and construct a pier or piers, docks, bridges, wharfs, basins, warehouses, and other works there, with approaches and conveniences connected therewith, which said intended railway, and the works connected therewith, will pass from, in, through, or into, or be situate within the several parishes, townships, townlands, and extra-parochial or other places following, or some of them: that is to say—Saint David, in the city and county of the city of Exeter, Saint Thomas the Apostle, Whitstone, Upton, Pyne, Bramford-Speke, Newton Saint Cyres, Shobrooke, Crediton, Yeoford, Colebrook, otherwise Colebroke, Penson, Coleford, Sandford, Copplestone, Clannaborough, Down Saint Mary, Morchard Bishop, Braddiford, Nymett Rowland, Coleridge Lapford, Brushford, Wembworthy, Eggesford, Chawleigh, otherwise Chawley, Cheldon, Chulmleigh, Ashreigney, Burrnigton, High Beckington, Atherington, Umberleigh, Umberleigh Bridge, Chittlehampton, Chittlehamholt, Tavistock, Bishops Tawton, Barnstaple, Pilton, Sherwell, otherwise Sherwill, Marwood, Muddiford, Mill Town, Bittadon, West Down, Berry-Narbor, Ilfracombe, otherwise Ilfordcombe, all in the said county of Devon.

And also with power to diverge from the aforesaid main-trunk railway, with all proper works, stations, and other conveniences connected therewith, from the first before-mentioned main-trunk railway, at or in the parish of Barnstaple aforesaid, and terminating at Ilfracombe, otherwise Ilfordcombe, aforesaid, and passing 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—Barnstaple, Pilton, Braddiford, Ashford, Heanton, Punchardon, Wrafton, Braunton, Knowl, Georgeham, Morethoe, otherwise Mortho, West Down, Shelfin, Ilfracombe, otherwise Ilfordcombe, all in the said county of Devon.

And also with power to make and maintain another main-branch railway, with all proper works, stations, and other conveniences connected therewith, diverging from the first before-mentioned main-trunk railway, at or in the parish of Chittlehampton aforesaid, and

terminating at Bideford, in the said county of Devon, and passing 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—Chittlehampton, Winter's Bridge, Tavistock, Newton Tracey, Horwood, Alverdiscott, Yarncombe, Tremington, Instow, Westleigh, Bideford, all in the said county of Devon.

And also with power to make and maintain another main-branch railway, with all proper works, stations, and other conveniences connected therewith, diverging from the first before-mentioned main-trunk railway, at or in the parish of Chittlehampton aforesaid, and terminating at South Molton, in the said county of Devon, and passing 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, Chittlehampton, Chittlehamholt, Salterleigh, King's Nympton, George Nympton, otherwise Nympton, Warkleigh, Filleigh, and South Molton, all in the said county of Devon.

And also with power to alter, enlarge, and improve the port and harbour of Ilfracombe, otherwise Ilfordcombe, aforesaid, and to make, construct, and maintain a pier or piers, docks, bridges, wharfs, basins, warehouses, and all proper works, stations, and conveniences connected therewith, in or near the parish and port and harbour of Ilfracombe, otherwise Ilfordcombe, aforesaid.

And it is also intended by such Act or Acts to repeal, alter, or amend all Acts of Parliament heretofore passed relating to the said port and harbour of Ilfracombe, otherwise Ilfordcombe, aforesaid, particularly a certain Act of Parliament made and passed in the fourth year of the reign of his Majesty King George the Second, A.D. 1731, intituled "An Act for repairing and keeping in repair the Pier and Harbour of Ilfordcombe, in the county of Devon," and 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, townlands, 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 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 intended undertaking into effect, and to take powers for the purchase of lands by compulsion or agreement for the purposes thereof, or 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, and the port and harbour proposed to be altered, 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 to be thereby incorporated, to sell or let and transfer the said intended railways and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the Exeter and Crediton Railway Company, to the Bristol and Exeter Railway Company, or to the Great Western Railway Company, or either of them; and to enable the said last-mentioned companies, or either of them, to purchase or rent the said intended 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 construc-

tion, maintenance, and use of the said intended railways and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said Bristol and Exeter Railway Company, the said Exeter and Crediton Railway Company, and the said Great Western Railway Company, or either of them, and the company which may be so incorporated as hereinbefore mentioned, and for the purpose aforesaid, it is intended to alter, amend, vary, or enlarge, so far as may be necessary, the powers and provisions of the said Bristol and Exeter, the said Exeter and Crediton, and the said Great Western Railway Company's Acts of Parliament now existing.

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 said city and county of the said city of Exeter, at his office in the said city of Exeter, and also with the Clerk of the Peace for the said county of Devon, at his office in the Castle-yard at Exeter, in the said county of Devon; 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 at their respective residences.

Dated this tenth day of November 1845.

G. P. Hill, 21 A, Soho-square; and *J. T. Saunders*, 11, Gray's-inn-square, Joint Solicitors for the Bill.

Tring, Reading, and Basingstoke 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, stations, approaches, and conveniences connected therewith, commencing on or from the London and Birmingham Railway, in the parish of Piglesthorne, or Pightlesthorne, or Pitstone, in the county of Buckingham, and terminating on the London and South Western Railway, commonly called the South Western Railway, at or near the town of Basingstoke, in the parish of Saint Michaels' Basingstoke, otherwise Basingstoke, in the county of Hants, or commencing or terminating at some intermediate point or points between the respective points of commencement and termination above specified, and within some or one of the parishes, townships, townlands, and extra-parochial or other places 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, townlands, and extra-parochial or other places following, or some or one of them, that is to say:—Cheddington, Piglesthorne, or Pightlesthorne, or Pitstone Marsworth, Drayton Beauchamp, Buckland, Aston Clinton, Halton, Weston Turville, Stoke Mandeville, or Stoke Mandaville, Wendover, Ivinghoe, Mentmore, Ellesborough, Little Kimble, Great Kimble, Monks Risborough, Whiteleaf, Owlswick and Alscot or Ascot, otherwise Asket, Princes Risborough and hamlet of Lacey Green, Bride, Little Hampden, Great Hampden, Horsingdon or Horsenden, or Horsendon Bledlow, Bledlow with Bledlow Ridge, Saunderton or Sanderton, Radnage, Bradenham, Hitchenden or Hughen

den, and Brandsfee Liberty or Hugenden, West Wycombe, Ipstone or Ibstone, Turville, Fingest, Medmenham, Hambledon or Hambleton, Fawley, in the county of Buckingham; Puttenham, Long Marston, Tring Upper and Lower, Tring, Wilstone, Gubblecote, in the county of Hertford; Arborfield, Padworth, Burghfield, Pingewood, Burghfield, Sheffield, Shinfield, Sulhampstead Bannister Lower End, Sulhampstead Bannister Upper End, Grazely Green, otherwise Grazeley, otherwise Graisle, in Sulhampstead Abbots, otherwise Males or Sulhampstead Bannister, Hartley Dammer, World's End, Tilehurst, Calcot in Tilehurst, Saint Giles Reading, Whitley Saint Giles Reading, Saint Lawrence Reading, Coley in Saint Mary Reading, Southcote in Saint Mary Reading, Saint Mary Reading, Swallowfield, Shinfield Strathfieldsaye, Beechhill Strathfieldsaye, Mortimer Forward, Mortimer Street, Mortimer West End, Oakfield, otherwise Wokefield, Stratfield Mortimer, Stratfield Turgis, Wargrave, Lemenham, Woodley and Sandford, Sonningtown and Early Sonning, in the county of Berks; Ackhampstead, Lewknor, Uphill, Stokenchurch, Ipstone or Ibstone, Pishill, Bix, Rotherfield Grays and Northfield End, Henley-upon-Thames, Bolney, Harpsden, Middle Assenden, or Assenton, Lower Assenden, or Assenton, Upper Assenden, or Assenton, Pirton, Aston Rowant, Caversham, Eye and Dunsden Sonning, Shiplate, Rotherfield Pppard, in the county of Oxford; Eastrop, Basingstoke, otherwise Saint Michael Basingstoke, Nateley Scures, Upper Nately, Worting, Wooton Saint Lawrence, Cuffel otherwise Cuffand, Basing or Old Basing, Wood Garston, Wooton Saint Lawrence, Chineham otherwise Chinham in Monks Sherborne, Monks Sherborne otherwise West Sherborne, Sherborne Saint Johns, Rotherwick, Hartley Westpall, Pamber, Sherfield-upon-Loddon, Bramley, Basing otherwise Old Basing, Silchester, Stratfield Turgis, Stratfieldsaye, Beech Hill, Stratfieldsaye, Mortimer Forward, Mortimer Street, Mortimer West End, Oakfield otherwise Wokefield, Stratford Mortimer, Stratfield Mortimer in the county of Hants; Shinfield Diddenham, Swallowfield, in the county of Wilts.

And it is also intended by such Act or Acts to take power to stop up, alter, pass along, 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, townlands, and extra-parochial or other places, or any of them which it may be necessary to stop up, alter, pass along, 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 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 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 to be thereby incorporated to sell or let and transfer the said intended railway and works, or any part thereof; and all or any powers of such company in connection therewith, or in relation thereto, to the London and Birmingham Railway Company, to the Great Western Railway Company, and to the

London and South Western Railway Company, otherwise called the South Western Railway Company, or either of them.

And to enable the said last mentioned companies, or either of them, to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use 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 London and Birmingham Railway Company, the said Great Western Railway Company, and the said London and South Western Railway Company, commonly called the South Western Railway Company, or either of them, and the company which may be so incorporated as hereinbefore mentioned.

And for the purposes aforesaid, it is intended to alter, amend, vary, or enlarge, so far as may be necessary, the powers and provisions of the London and Birmingham, the Great Western, and the London and South Western, otherwise called the South Western, existing Railway Acts.

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 the 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 Berks, at his office in Abingdon, in the said county; with the Clerk of the Peace for the county of Buckingham, at his office in Aylesbury, in the said county; with the Clerk of the Peace for the county of Hants, at his office in Winchester, in the said county; with the Clerk of the Peace for the county of Hertford, at his office in St. Albans, in the said county; with the Clerk of the Peace for the county of Oxford, at his office at Oxford, in the said county; with the Clerk of the Peace for the county of Wilts, at his office at Wilton, 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 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 at their respective residences.

Dated this eighth day of November 1845.

George P. Hill, 21 (A), Soho-square, London; and *Thomas G. Everill*, 31, Waterloo-street, Birmingham, Solicitors to the Bill.

Gloucester, Aberystwith, and Central Wales Railway.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act or Acts, to authorize the construction and maintenance of the railway hereinafter described, together with all proper works, approaches, and conveniences connected therewith, that is to say, a railway, commencing by a junction with the Great Western and Cheltenham Union Railway, in the parish of Saint Catherine, in the city and county of Gloucester, or commencing by a junction with the Monmouth and Hereford Railway, at or near the city of Hereford, in the county of Hereford, or commencing and terminating at some intermediate point or points between the respective points of commencement and termination herein specified, and within some or one of the parishes, townships, and extra-parochial or other

places hereinafter mentioned, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, the South Hamlet, the North Hamlet, the Town Hamlet, Littleworth, Saint Owens, Saint Nicholas, Saint Mary de Lode, Saint Catherine, and Saint John the Baptist, all in the city and county of Gloucester: the South Hamlet, the North Hamlet, the Town Hamlet, Saint Mary de Lode, Saint Catherine, Saint Nicholas Barton, Saint Mary Barton, Saint Michael, Village of Wotton, Barnwood, Sandhurst, Hempstead, Maisemore, Over Higham and Linton Churcham, Lassington, Rudford, Tibberton, Tayntonbulley, Huntley, Minsterworth, Blaisdon, Longhope, Westbury-upon-Severn, and Flaxley, Longhope Upper and Lower; Abinghall, Newnham, Mitchel Dean or Dean Magna, Little Dean, Rhuardean, Newland, Lea Bailey Hamlet, Newland, East Dean, Forest of East Dean, Weston-under-Penyard in the county of Gloucester, and Weston-under-Penyard in the county of Hereford, Lea in the county of Gloucester, and Lea in the county of Hereford, Ashton Ingham in the county of Hereford, Linton, Hope Mansell otherwise Hope Mellishall, Walford, Coughton in Walford, Ross Foreign, Ross Borough, in the county of Hereford, and thence by one or other of two diverging or alternate lines, one of such diverging or alternate lines 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, Ross, Bridstowe, Brampton Abbots, Peters Stowe otherwise Pitstow, Sellach, Foy, Fownhope, Strangwood otherwise Strangford, Eaton Tregoes, Hentland including the townships of Althorough, Kinaston, Tresson, Tierad-dow, Harewood, Kings Caple, How Caple, Brockhampton, Fowley, Little-Birch, Little Dewchurch, Bolstone, Holme Lacy, Ballingham, Dindor, Bullingham, and Saint Owens in the county of Hereford, the city of Hereford, Saint Peters, Hampton Bishop, Mordiford, Saint Martins, Saint John the Baptist otherwise Saint John, All Saints, Saint Nicholas, Brienton, Huntingdon, Holmer, Eaton Bishop, otherwise Lower Eaton, Clehonger, Stretton, Sugwas, Bridge Sollers, Credenhill, Byford, Kenchester, Bishopstone, Preston-on-Wye, Madley, Mansel Gamage, Mansel Lacy, Yazor otherwise Yazor, Monnington-upon-Wye, Staunton-upon-Wye, Norton Cannon, Brobury, Bredwardine, Letton, Kinnersly, Eardisley, Willersley, Winforton, Whitney, Whitney Bridge, Clifford, Hardwick, Cusop, in the county of Hereford, Hay Parish, and Hay Township, in the county of Brecon, and the other of such diverging or alternative lines passing from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them; that is to say, Ross, Bridstow, Peterstow otherwise Pitstow, Hentland, Pencoyd, Llanwarne, Llandinabo, Much Birch, Much Dewchurch, Killpect, Saint Devereux, Wormbridge, Bacton, Abbeydore, Turnaston, Vowchurch, Peter Church, Dorstone, Clifford, Hardwicke, Cusop, Walford, Goodrich, Glewstone, Brampton-Abbots, Lyson Tything, Tretire with Michael-Church Orcop, Saint Margarets, Thrupton, Michael-Church Eskley, Ewyas Harold, Rolstone otherwise Roulstone, Crasswell, Treville, Kingtone, Allensmore, Madley Sellack, Harewood, Dewalls, Kender-Church, Blakemere or Blackmere, Tiberton, Bredwardine, in the county of Hereford and Hay in the county of Brecon, and thence the said intended line of 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, " Hay, Llanigon, Glynvach, in the county of Brecon; Clyro, otherwise Clirow, Bettws, Ilowes, Glasbury, in the county of Radnor; Glasbury, Pipton, Aberlunvey, Llyswen, Llandefalloy, Crickadarn North,

Crickadarn South, Gwenddwr North, Gwenddwr South, in the county of Brecon; Llanstephan, Bough-rood, Llandilo, Graban, Aberedw, or Aberdow, Llanfaredd, otherwise Llanvareth, Llanlledd, otherwise Llanlledd, Disserth, Trecoed, Llanbadarnvawr, in the county of Radnor; Llandewyr Cwm, Builth or Llanvair in Builth, Llanfihangel-Bryn Pabuan, Rhosferig, Lysdinam, Llanafanfawr, Llanwrthwl Upper, Llanwrthwl Lower, in the County of Brecon; Llanyre, Kilgee, Trowscoed, Llanfihangel-Helugan, Llanbadarn-Vawr, Llandrindod, Nantmel, Rhayader, Saint Harmon, Llansaintffraid Cwmtoyddwr, in the county of Radnor; and thence by one or other of two diverging or alternative lines, both respectfully terminating at or near _____ the town of Aberystwith, in the county of Cardigan, one of which diverging, or alternative lines will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them; that is to say, Llan Saint Fraid, Saint Harmon, Llan Saint Fraid Cwmtoyddwr, Dyffrin-Gwy, and Dyffrin Elan, in the county of Radnor; Llangerrig, in Montgomeryshire; Gwnnws Upper, Gwnnws Lower, Llanfihangel-y-Croyddin Ucha, otherwise Llanfihangel-y-Creiddin Ucha, otherwise Llanfihangel-y-Creiddin Ucha, Llanfihangel-y-Croyddin, otherwise Llanfihangel-y-Creiddin, otherwise Llanfihangel-y-Creiddyn, Llanfihangel-y-Croyddin Issa, otherwise Llanfihangel-y-Creuddyn Issa, otherwise Llanfihangel-y-Creuddyn Issa, Llanafan, Llanbadarn Croyddin Issa, otherwise Llanbadarn Creiddyn Issa, of Llanbadarnfawr Aberystwith, Gwnnws Ucha, Gwnnws Issa, Spuddy Ystwith, otherwise Yspytty-Ystwith, Spuddy-Ystradmeirig, otherwise Spuddy Ystradmeiric, otherwise Yspytty Ystradmeirig, otherwise Yspytty Ystradmeiric, Ystradmeirig, otherwise Yspytty Ystradmeiric, Rhostie, Rhosdu, Llanilar-Ucha, Llanilar, Llanilar-Issa, Lledrod-Issa, Lledrod Ucha, Llanychain, and the other of which diverging or alternative line will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places, or some of them; that is to say, Llan Sainfraed, Cum toy-ddwr, Saint Harmon, in the county of Radnor, Llanbadran Fawr, Aberystwith, Issa-Yudre, Ucha Yudre, Llanbadarn Creiddin Issa, Parcel Cenol Mellindwr, Cwm Rheidol, Llanbadarn-y-Creiddyn-Ucha, Llanbadarn Creiddyn Issa, Llanfihangel, Llanfihangel Creiddyn Ucha, Llangerrig, Llanychiarn, Llanilar, Llanafan, Llanfihangel-Lledrod, Llanynws, Eglwysnewydd, in the county of Cardigan, and Llangerrig, in the county of Montgomery.

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 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 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 to be thereby incorporated to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company, in connection therewith, or in relation thereto, to the Great Western Railway, South Wales Railway, or to the Monmouth and Hereford Railway Companies; and to enable either of the said last-mentioned companies 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 either of the said last mentioned companies, and the company which may be so incorporated as hereinbefore mentioned.

And for the purposes aforesaid, it is intended to alter, amend, vary, or enlarge, so far as may be necessary, the powers and provisions of the Great Western, the South Wales, or the Monmouth and Hereford Railways.

And notice is hereby further given, that maps or plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester; with the Clerk of the Peace for the county of Hereford, at his office in Hereford; with the Clerk of the Peace for the county of Brecon, at his office in Brecon; with the Clerk of the Peace for the county of Radnor, at his office in Presteign or Kington in the county of Hereford; with the Clerk of the Peace for the county of Montgomery, at his office at Welsh Pool; with the Clerk of the Peace for the county of Cardigan, at his office at Aberystwith; 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, at their respective residences.

Dated this 7th day of November 1845.

Geo. P. Hill, 21 (A), Soho-square, London;
Wm. Eyre, 1, Bond-court, Walbrook; Joint Solicitors to the Bill.

Hereford and Merthyr Tidvil 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 railway hereinafter mentioned, 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 Pipton, in the parish of Glasbury, in the county of Brecon, and terminating at or near Dowlais, in the parish of Merthyr Tydfil, in the county of Glamorgan, 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: Glasbury, Pipton, Aberllunvey,

Bronllys, Talgarth Borough, Talgarth Parish, Pwllwrach, Trevecca, Llanvillo, Tredomen, Trevinon, Llangorse, Llanywern, Llandeivailog-Tregraig, Llanvibangel-Tallyn, Llangasty-Tallyn, Llansaintfread, Llanvigan, Penkelly Llanvigan, Glyn, otherwise Glyn Collwn Llanvigan, Llanthetty, vro Llanthetty, Duffryn Llanthetty, Taffechan, Vaynor, Gelly Vaynor, Duffryn Vaynor, and Coedcymar, otherwise Coedcymar, in the county of Brecon; Merthyr Tidfil, otherwise Merthyr Tydfil, Garth, Heolwoormwood, Gelly deg, and the borough of Merthyr Tidfil, or some of them, in the county of Glamorgan.

Also a branch railway from and out of the line of the said last-mentioned intended railway, commencing at or near Penrhw Calch, in the said parish of Llanthetty, in the county of Brecon, and terminating at or near the Tredegar Iron Works, in the parish of Bedwelly, in the county of Monmouth; and also with a separate termination at or near the Rhymney Iron Works, in the parish of Rhymney, in the county of Monmouth aforesaid, which said intended 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, or some of them following, that is to say: Llanthetty, vro Llanthetty, Duffryn Llanthetty Llangunnider, Duffryn, Llangunnider, Blainey, otherwise Blainy, Llangunnider, in the county of Brecon; Bedwelly, otherwise Bedwellye, Uchlawrcoed, and Mamole, into the county of Monmouth; Gellygaer and Brithdir, in the county of Glamorgan.

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 high-ways, 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 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 enable the company to be thereby incorporated to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company, in connection therewith, or in relation thereto, to a certain company proposed to be incorporated for making a railway from Gloucester to Aberystwith, or to the Monmouth and Hereford Railway Company, and to enable the said last-mentioned companies, or either of them, 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, or to guarantee interest upon any amount which may be expended by the said company, to be thereby in-

incorporated in and about the construction of the said railway, branch railway, and works, and generally to enable the said companies to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between them. And for the purposes aforesaid, it is intended to alter, amend, vary, or enlarge, so far as may be necessary, the Monmouth and Hereford Railway Act of 1845.

And it is also intended by such Act or Acts, to enable the company to be thereby incorporated, or the said Gloucester and Aberystwith Railway Company, or the said Monmouth and Hereford Railway Company, to purchase or take on lease, for a term of years, or in perpetuity, a certain private railroad or tramway, called the Brinore tramroad, commencing at Talybout, in the said parish of Llanthetty, and terminating at or near the Trevil, in the said parish of Llangŷnider, and passing through or situate within the following parishes, townships, and extra-parochial places, viz.: Llanthetty, Duffryn, Vro, Glyn Llanvigan, Llangŷnider, in the county of Brecon; and Bedwelty, in the county of Monmouth, or some of them, and to extend to such railway the several powers and provisions of the Act or Acts so intended to be applied for as aforesaid so far as the same may be applicable.

And notice is hereby further given, that maps or plans and sections of the said intended railway, branch railway, and works, and of the lands proposed to be taken for the purposes thereof, and of the said private railway so proposed to be purchased as aforesaid, 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 before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Brecon, at his office in Brecon; with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; with the Clerk of the Peace for the county of Monmouth, at his office in Usk; 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, through, or into which the said intended railway, branch railway, and works on the said private railway respectively 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 seventh day of November 1845.

George P. Hill, 21 (A), Soho-square, London;
Thomas Lawrence, Brecon; Joint Solicitors
for the Act.

Poole Harbour.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Act or Acts for making and maintaining a pier or piers at the entrance or mouth of the harbour of Poole, in the parish of Saint James, within the limits of the town and county of Poole, in the county of Dorset, together with all necessary works and approaches thereto, and for widening, deepening, and enlarging, and otherwise improving the said harbour of Poole; and also for making and maintaining all necessary basins, quays, docks, piers, jettits, bridges, locks, dolphins, sluices, drains, cuts, channels, feeders, wharfs, warehouses, and appurtenances, and all other necessary works, erections, and conveniences incident hereof.

And it is also intended by the said Act or Acts, to take powers to levy tolls, rates, and duties, upon and in respect of the said works, and on and in respect of all and every ships, steam-boats, barges, and other vessels and craft, and on all passengers, goods, wares, merchandise, and cattle, entering into or leaving the said harbour, or using the said pier or piers, docks, warehouses, or other the said works aforesaid, or any or either of them, or any part thereof, and to vary, alter, or repeal any existing tolls, rates, duties, or sums of money now or heretofore levied or paid in respect of the said harbour of Poole, and the quay, wharfs, warehouses, and appurtenances thereto belonging; and which said harbour, docks, warehouses, and the works so intended to be made, varied, extended, or enlarged as aforesaid, are situate in the parishes, townships, hamlets, townlands, extra-parochial and other places of Studland Parkstone, Longfleet, Great Canford, Hamworthy, Lytcheff Minster, Saint Martin's Wareham, Holton, Gold Point and Russell's Quay, Holy Trinity, Wareham Ridge, Arne, Lady Saint Mary, Wareham, Borough of Wareham, Corfe Castle, Furze, otherwise Fursey, Saint Helen's Islands, Knowle Langton, Matraverse, South Haven Point, North Haven Point, Saint James' Poole, the town of Poole and county of the same town, some or all of them in the county of Dorset; Holdenhurst, Christchurch, in the county of Hants.

And notice is hereby also given, that it is intended to apply for powers for the compulsory purchase of such lands, waters, houses, forelands, shores, river walls, and other premises and property; and the respective interests therein, for all or any of the purposes aforesaid.

And notice is hereby also given, that duplicate plans describing the said harbour and works, and the lands in and upon which the same are intended to be made or executed, 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 with the Clerks of the Peace of the said counties of Dorset, and Hants, and the town and county and borough of Poole, at their respective offices, on or before the thirtieth day of November instant; and that a copy of so much of the said plans and sections as may relate to each of the aforesaid parishes or places respectively, together with a book of reference thereto, will be deposited with the parish clerks of each such parish or place respectively, on or before the thirty-first day of December next.

And it is 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.

Dated this seventh day of November 1845.

Thomas Jones Mawe,
4, New Bridge-street, London.

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 one or more line or lines of railway and branch railways, with all proper works,

stations, approaches, communications, bridges, erections, and conveniences connected therewith; that is to say, a railway to commence at or near the village of Ladbroke, in the parish of Ladbroke, in the county of Warwick, by a junction with the authorized line of the Oxford and Rugby Railway, or by an independent terminus there, and to terminate in the parish of Saint Michael Coventry, in the county of Warwick, by a junction with the line of the London and Birmingham Railway, at or near the commencement of the Leamington branch of the said railway, or by an independent terminus there, which said line of railway will pass, and be made 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, Napton-on-the-hill, Southam, Ladbroke, Stockton, Stonythorpe, Long Itchington, Bascote, Snowford, Ufton, Hunningham, Offchurch, Marton Eathorpe, Wappenbury, Frankton, Cubbington, Weston-under-Weatherley, Princethorpe, Stretton-upon-Dunsmore, Bubbenhall, Stoneleigh, Ryton-upon-Dunsmore, Baginton, Willenhall, Pinley, Stivichall, and Whitley, and Saint Michael Coventry, Saint John Baptist Coventry, and the Holy Trinity Coventry, all in the said county of Warwick.

Also another line of railway to commence in the said parish of Saint Michael or in the parish of Saint John Baptist, Coventry, in the said county of Warwick, by a junction with the line of the London and Birmingham Railway, at or near a foot-bridge belonging to the London and Birmingham Railway Company, and numbered 259, or by an independent terminus there, and to terminate in the hamlet or township of Attleborough, in the parish of Nuneaton, in the county of Warwick, by a junction with the intended line of the Trent Valley Railway, as authorised by Parliament, at or near the point where the line of such last-mentioned railway is intended to cross the turnpike-road leading from Wolvey Heath to or towards Nuneaton, or by an independent terminus there.

Also a branch railway commencing from the line of the last-mentioned railway, within a quarter of a mile east of the point where the said railway is intended to cross the turnpike-road from Coventry to Nuneaton, in the parish of Exhall, in the said county of Warwick, and to terminate at or near a colliery in the occupation of Thomas Ball Troughton and Henry Lea, called the Victoria Colliery, in the parish of Foleshill, in the county of Warwick.

Also another branch railway commencing from the same railway at or near the point where the said railway is intended to cross a certain lane called Sydnall-lane, or Little Sydnall-lane, in the parishes of Exhall and Foleshill, or one of them, in the said county of Warwick, and to terminate at or near a colliery in the occupation of George Whieldon, called the Hawkesbury Colliery, in the said parishes of Exhall and Foleshill, or one of them.

Also another branch railway commencing from the same railway at or near the point where the said railway is intended to cross a certain lane, called Hob-lane, in the parish of Bedworth, in the said county of Warwick, and to terminate at or near a colliery in the occupation of William Thomas, called the Mount Pleasant Colliery, in the parish of Bedworth aforesaid.

Also another branch railway commencing from the same railway at or near the point where the said railway is intended to cross a certain lane, called

Griff-lane, in the parish of Chilvers Coton, in the said county of Warwick, and to terminate at or near the collieries in the occupation of Charles Newdigate Newdegate, Esquire, called the Griff Collieries, in the parish of Chilvers Coton aforesaid, which said last-mentioned railway and branches will pass, and be made from, in, through, and into the several parishes, townships, townlands, and extra-parochial places following, or some of them; that is to say, Saint Michael, Coventry, Saint John Baptist, Coventry, Saint Thomas, Coventry, The Holy Trinity, Coventry, Saint Peter's, Coventry, all in the said county of Warwick; Radford, Foleshill, Saint Paul's, Foleshill, Longford, Exhall; Newland, Hawkesbury, Bedworth, Bulkington, Barnacle, Marston Jabot, Weston otherwise Weston-in-Arden, Chilvers Coton, Arbury, Griff, Attleborough, and Nuneaton, in the said county of Warwick. Also another line of railway to commence at or near a farm-house upon a farm, called the Park House Farm, in the hamlet of Hartshill, in the parish of Mancetter, in the county of Warwick, by a junction with the said intended line of the Trent Valley Railway, or by an independent terminus there, and to terminate in the parish of Burton-upon-Trent, in the county of Stafford, at or near the south side of the turnpike-road leading from Burton-upon-Trent to Abbots Bromley, in the said county of Stafford, where it crosses the line of the Birmingham and Derby line of the Midlands Railway, by a junction with the said last-mentioned railway, or by an independent terminus there, which said last-mentioned railway will pass, and be made from, in, through, and into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; (that is to say), Nuneaton, Weddington, Caldecott otherwise Caldecote, Hartshill, Mancetter, Atherstone and Merevale in the county of Warwick; Merevale, Higham-on-the-Hill, Witherley, Fenny Drayton, Atterton, Lindley, The Mythe, Ratcliffe Culey, Sibson otherwise Sibston, Great Sheepy, Little Sheepy, Pinwell otherwise Pinwall Whittington, Orton-on-the-Hill, Twycross, Little Twycross, Little Orton, Gopsall Norton Heath, Norton, Sweptone, Newton Nethercote, Newton Burgo-land, Snarestone, Appleby, Great Appleby, Little Appleby, Measham, Seals, Netherseal, Overseal, Oakthorpe, Donisthorpe, Ashby-de-la-Zouch, Blackfordby, Ashby Woulds, and Moira in the county of Leicester; Appleby, Great Appleby, Little Appleby, Measham, Donisthorpe Moira, Stretton-en-le-field, Acresford, Gresley Church, Gresley, Castle Gresley, Swadlincote, Oakthorpe, Donisthorpe, Linton Drake-wood, Stapenhill, Caldwell otherwise Caldwell, Stanton, Newhall, Stanton and Newhall, Brislingcote, Repton, Bretby, Doveridge, and Winhill, in the county of Derby; and Winhill, Burton-on-Trent, Burton-Extra otherwise Bond End, Little Burton, Branston, Horninglow, and Stretton, in the county of Stafford.

And it is proposed in and by the said intended Act or Acts, to apply for powers to make lateral deviations from the line or lines of the said proposed railway or railways, and branches and works, to the extent or within the limits defined upon the plans herein-after mentioned, and also to cross, divert, alter, or stop up, either temporarily or permanently, the Coventry Canal Navigation, and also all such turnpike and other roads, highways, streets, passages, railways, tramways, and other ways, aqueducts, streams, canals, rivers, and watercourses within the said parishes, townships, townlands, extra-parochial and other places aforesaid, or any of them, or any part or parts thereof, which may be necessary or expedient, to cross, divert, alter, or stop up, for the purposes of the said works.

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 undertaking, or some part or parts thereof, and to apply for powers for the purchase of lands and houses by compulsion or agreement for the purposes thereof, and to vary and extinguish all rights and privileges connected with the houses and lands to be so taken, and also to levy tolls, rates, and duties in respect of the use of the said railway or railways, branches, and works, and to alter 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.

And notice is hereby also given, that maps or plans, and sections of the said intended railway or railways, branch railways, and works and duplicates thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees, or reputed lessees and occupiers, 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 Warwick, at his office at Stratford-upon-Avon in the same county; with the Clerk of the Peace for the county of Leicester, at his office at Leicester, in the said county of Leicester; with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in the said county of Stafford; and with the Clerk of the Peace for the county of Derby, at his office at Chesterfield in the county of Derby. And that on or before the thirty-first day of December, 1845, a copy of so much of the said maps or plans, sections, and books of reference as relates to each parish in or through which the said intended railway or railways, branch railways, and works are intended to pass and be made, will be deposited with the parish clerk of each such parish, at his place of abode. And it is also intended by the said Act or Acts, to enable the company or companies to be thereby incorporated to purchase, and the company of proprietors of the Coventry Canal Navigation to sell to the said company or companies intended to be incorporated, the said Coventry Canal Navigation, or any part or parts thereof, and to vest in them all the capital, stock, property, estate, and effects, powers, rights, privileges, and authorities, now or hereafter to be vested in the said company of proprietors, or to form a union and consolidation into one undertaking of the said intended railway or railways and the said Coventry Canal Navigation, and to enable the consolidated or united company to have, hold, exercise and enjoy all such capital, stock, property, estate, and effects, and all such powers, rights, privileges and authorities as aforesaid, and to levy tolls, rates, and duties in respect of the use of the canal navigation of the said company of proprietors, or such part thereof as may be purchased as aforesaid, or to discontinue and stop up the whole or any part of the said canal navigation, and to convert the same, and any houses, wharfs, warehouses and buildings belonging thereto, for the purposes and use of the said intended railway or railways, and to raise monies for the above objects, and for such purposes it is intended to alter, repeal, amend, extend, and enlarge the powers and provisions of the several Acts of Parliament relating to or affecting the said company of proprietors of the said Coventry Canal Navigation, (that is to say); an Act passed in the eighth year of King George the Third, intituled, "An Act for making and maintaining a navigable Canal from the City of Coventry, to communicate upon Fradley Heath in the County of Stafford, with a Canal now making between the Rivers Trent and Mersey;" another Act passed in the twenty-fifth year of King George the Third, intituled, "An Act to enable the Company of

Proprietors of the Navigation from the Trent to the Mersey, and the Company of Proprietors of the Navigation from Birmingham to Fazeley, to make a Navigable Canal from the said Trent and Mersey Navigation on Fradley Heath, in the County of Stafford to Fazeley in the said County, and for confirming certain Articles of Agreement entered into between the said Trent and Mersey, the Oxford, and the Coventry Canal Navigation Companies;" another Act passed in the twenty-sixth year of King George the Third, intituled, "An Act to enable the Company of Proprietors of the Coventry Canal Navigation to complete the said Canal to Fradley Heath in the County of Stafford, and for other purposes therein mentioned;" another Act, passed in the fifty-ninth year of King George the Third, intituled, "An Act for amending several Acts of His present Majesty, relating to the Coventry Canal Navigation;" another Act passed in the tenth year of King George the Fourth, intituled, "An Act to consolidate and extend the powers and provisions of the several Acts relating to the Oxford Canal Navigation;" and also an Act passed in the thirty-fourth year of King George the Third, intituled, "An Act for making and maintaining a navigable Canal from the Coventry Canal, at or near Marston Bridge, in the Parish of Bedworth, in the County of Warwick, to a certain Close in the Parish of Ashby-de-la-Zouch, in the County of Leicester, and for continuing the same from thence in one line to the Limeworks at Ticknall, in the County of Derby, and in another line to the Limeworks at Cloughhill, in the said County of Leicester, with certain Cuts or Branches from the said Canal."

And it is further intended by such Act or Acts to enable the company or companies to be thereby incorporated, to sell, or let, or transfer the said intended railway or railways, branches, and works, or any part or parts thereof, and also the said Coventry Canal Navigation, and the tolls thereof, or such parts thereof as they may become possessed of, and to delegate the execution of all or any of the powers to be granted by any such Act or Acts, or the powers of the company of proprietors of the Coventry Canal Navigation to any other railway company or companies, or persons with whose line the said railway or railways, and branches hereby contemplated, or any of them, may unite, and to authorise such company or companies, or persons, to purchase, rent, work, or construct the said proposed railway or railways, branches, and canal navigation, or any part or parts thereof, or to unite and amalgamate with any such company or companies, and persons as aforesaid, and to take tolls and duties in respect thereof, and to exercise such powers, or any of them, as may be delegated to them as aforesaid, and generally to enter into and carry into effect such agreements and arrangements in reference to the objects aforesaid as may be, or may have been agreed on, and to enable any such company or companies, or persons, to raise money for the purposes aforesaid.

Dated this tenth day of November, 1845.

Woodcock, Twist, and Son, Coventry; Wright and Welchman, Southam and Leamington, 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 to alter and amend some of the provisions of an Act passed in the last session of Parliament, intituled "An Act for making a Railway from Southampton to Dorchester, with a

Branch to the Town of Poole;" and for making other and more effectual provisions in lieu thereof, and for compelling the company thereby incorporated to make, construct, and extend a certain tunnel, in the parish of All Saints, in the town and county of the town of Southampton, on the line of the said railway, through and under certain common lands, called West Magdalens or Marlands, part of the above Bar-street and Northam-road, and certain other common fields, called East Magdalens or Marlands, and Houndwell, in the town and county of the town of Southampton, of a greater length than one hundred and sixty yards, which said extended tunnel will be situate in the several parishes of All Saints and Saint Mary, or one of them, in the said town and county.

And notice is hereby also given, that duplicate plans and sections of the intended work, together with a book of reference thereto, 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 town and county of the town of Southampton, at his office in the town of Southampton; and with the clerk of the peace for the county of Southampton, at his office at Winchester, in the said county of Southampton; and that a copy of so much of the said plans, sections, and books of reference as relates to the parish or parishes in or through which the said work is 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 his place of abode.

Dated the tenth day of November 1845.

Charles J. Deacon,

Town-clerk, Southampton.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for a bill for making and maintaining a pier or piers, jetty or jetties, on or from the Common Hard, at the eastern or Portsmouth side of the harbour of Portsmouth, in or near the town and parish of Portsea, in the county of Southampton, and on the south side of the present public Hard, or landing-place there, together with all proper and convenient wharfs, quays, warehouses, landing-places, stairs, erections, buildings, and other works connected therewith, and with all necessary roads, avenues, communications, and approaches thereto, and for deepening, cleansing, and improving the harbour-approach to the said pier or piers, jetty or jetties; which said piers or jetties and works will be carried out and be made into the said harbour of Portsmouth, and will be situate in the parish of Portsea, and within the said borough of Portsmouth; and in the said Bill it is intended to apply for powers for the compulsory purchase of lands and houses and other hereditaments, and all rights and interests therein, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, and hereditaments: and also powers for levying tolls, rates, and duties upon or in respect of such pier or piers, jetty or jetties, and all passengers, goods, and merchandize, animals, carriages, matters and things, landed upon or embarked from, or otherwise using the said pier or piers, jetty or jetties, wharfs or landing-places, and to confer certain exemptions from tolls, rates, and duties, and other rights and privileges; and powers will also be applied for in the said Bill to make lateral deviations from the line of the said piers, jetties, and other works to the extent and within the limits defined on the said plans.

And notice is also given, that duplicate plans of the said intended 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, in the said county; and with the town-clerk of the borough of Portsmouth, at his office in the said borough, on or before the thirtieth day of November 1845; and on or before the thirty-first day of December following, a copy of the said plan, section, and book of reference will be deposited with the parish clerk of the said parish of Portsea at his place of abode.

Dated this eleventh day of November 1845.

Charles Shaw, Solicitor, Fish-street Hill, London;
H. and R. W. Ford, Solicitors, Portsea.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for a Bill for making and maintaining a railway, with all proper and convenient stations, erections, bridges, tunnels, wharfs, works, and communications, approaches, and conveniences connected therewith, commencing at a point in the Leeds and Thirsk Railway, in or near the village of Wath, in the North Riding of the county of York, and terminating at or near the station for Bishop Auckland, or the Bishop Auckland and Weardale Railway, in the county of Durham, which said railway and works will be made or pass from, in, through, or into the several parishes, townships, and extra-parochial and other places following, or some of them, that is to say: Bishop Auckland, Bondgate in Auckland, Pollard's Lands, Saint Andrew's Auckland, Saint Helen's Auckland, Shildon, West Auckland, Evenwood Barony, Coundon Grange, Cockfield, Morton Tynemouth, Killerly, Blue Row, Summerhouse, Carlebury, Hilton, Ingleton, Staindrop, Bolam, Denton, Headlam, Houghton-le-Side, Gainford, Piers Bridge, Coniscliffe, High Coniscliffe, Low Coniscliffe, Redworth, Walworth, Heighington, all in the county of Durham; Wath, Ripon, Nunwick with Howgrave, Hutton Conyers, Norton Conyers, Thornborough, Firby, Middleton, Quernhouse, Kirklington, Sutton Howgrave, East Tanfield, West Tanfield, Nosterfield, Melmerly Well, Snape Thorpe Perrow, Carthorpe, Learning, Theakstone, Burniston, Exelly Beddle Aiskeu, Langthorne, Little Crakehall, Great Crakehall, Scruton, Kirkly, Fleetham, Ainderby, Myers with Holtly, Hackforth, Hornby, Killerby, Catterick, East Appleton, West Appleton, Ellerton-upon-Swale, Bolton-upon-Swale, Cittadilla Tunstall, Brough, Brough with St. Giles, Kipling, Scorton, Uckerby, Low Gatherley, High Gatherley, South Cowton, East Cowton, Brumpton-upon-Swale, Easby, Sheby, Gilling, Moulton, Middleton, Tyas, Kneeton, Melsonby, Barton, Saint Cuthbert's Barton, Saint Mary's Croft, Saint Peter Barton, Newton, Morrell Croft, Cleasby, Clowbeck, Gumton, Leazes or Long Leazes, Manfield, Stapleton, Saint John, Stanwick, Aldbrough or Aldborough, Lucey Cross or Lousey Cross, Swinclairs, Holme House, and Piersebridge, in the North and West Ridings of the county of York; and it is intended to apply for powers to make lateral deviations from the line of the proposed railway to the extent, or within the limits, defined upon the plans hereinafter mentioned; and also to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, streams, canals, navigations, railways, and tramroads within the said parishes, townships, and

extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said railway. And notice is hereby further given, that duplicate plans and sections of the said railway, 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 with the Clerk of the Peace of the north riding of the county of York, at his office in Northallerton, in the said county; and with the Clerk of the Peace of the West Riding of the county of York, at his office in Beverley, in the said county of York; and with the Clerk of the Peace of the county of Durham, at his office in the city of Durham, on or before the thirtieth day of November instant, and in the Private Bill office; and in the office of the Clerk of the Parliaments on or before the thirty-first day of December next; and a copy of so much of the said plans and sections as relates to each parish in or through which the said railway is intended to be made, together with a book of reference thereto, will be deposited with the parish clerk of each such parish respectively, at his place of abode, on or before the thirty-first day of December next.

And notice is hereby further given, that it is intended by the said Bill to incorporate a company for the purpose of carrying into effect the proposed works, and to apply for powers for the compulsory purchase of lands and houses and other hereditaments, and to vary and 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 to alter existing tolls, rates, or duties, and to confer, vary, and extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

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

Dated this seventh day of November 1845.

Thomas Jones Mawe, Solicitor, 4, New Bridge-street, London.

Cambrian and Grand 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, landing-places, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near the side of the river Wye, in the parish of Saint Owen, within the liberties of the city of Hereford, and to terminate either by an independent terminus or by a junction with the Grand Junction Railway, in the township of Crewe, in the parish of Barthomley, in the county of Chester; and which said railway or 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), Saint Owen, Saint Peter, Saint Nicholas, and All Saints, all in the city of Hereford, or within the liberties thereof, such part of the parish of Saint John the Baptist as lies within the said city of Hereford, or within the liberties thereof, the Vineyard, within the liberties of the city of Hereford, that part of the township of Tupsley, in the parish of Hampton Bishop, which lies within the liberties of the city of Hereford, that part of the township of Tupsley, in the parish of Hampton Bishop, which lies in the county of Hereford, that part of the parish of Holmer which lies within the liberties of the city of Hereford, that part of the parish of Holmer which lies in the county of Hereford, the city of Hereford, Hereford, Hampton Bishop, Lugwardine, Waddington, Marden, Bodenham, Sutton Saint Michael, Sutton Saint Nicholas, Amberley, Preston Wynne, Westhide, Livers Ocle, Ocle Pitchard, Felton, Morton otherwise Moreton Jeffreys, Much Cowarn otherwise Much Cowarne, Stoke Lacey, Little Cowarn otherwise Little Cowarne, Ullingswick, Avenbury, Bromyard, Winslow, Linton, township of Bromyard, Norton otherwise Norton-with-Brockhampton, Saltmarsh, Bredenbury, Wacton, Edwin otherwise Edwin Ralph, Butterley, Collington, Tedstone Wafer, Wolferlow, Tedstone Delamere, and Upper Sapey, all in the county of Hereford; Edwin otherwise Edwin Loach, Lower Sapey otherwise Sapey Pitchard, Clifton-upon-Teme, Shelsley Walsh, Shelsley Beauchamp, Shelsley Kings, Stanford otherwise Stanford-on-Teme, Stockton, Eastham, Orleton, Great Witley, Little Witley, Abberley, Pensax, Lindridge, Rock, Areley Kings otherwise Lower Areley, Asley, Ribbesford, lordship of Ribbesford, Bewdley, Saint Anne Bewdley, foreign of Kidderminster, the hamlet of Wribbenhall Hoarstone Netherton Blackstone Oldington Sutton and the Lea, commonly called the hamlet of Wribbenhall, parish of Kidderminster, and Heightington, all in the county of Worcester; Upper or Over Arley, otherwise Upper or Over Areley, in the county of Stafford; Dowles, parish of Stottesden, township of Stottesden, Dudlick, Hinton, Oretton, Harcourt, Bardsley, Pickthorne, Newton, Prescot, Walkerslow, Chorley, Wrickton, Oberton, Kingswood, Bagginswood, Button Oak, Kinlet, Alveley, Highley otherwise Higley, Billingsley, parish of Chelmarsh, township of Chelmarsh, Sutton, Hempton otherwise Hempton's Load, Hampton otherwise Hampton's Load, Glazeley, Deuxhill, Quatt, Quatt Malvern, Quatt Jarvis, Eardington, parish of Quatford, township of Quatford, Chetton, Oldbury, parish of Morville otherwise Morfield, township of Morville otherwise Morfield, Croft, Houghton, Underdon, Aston Eyre otherwise Aston Air otherwise Aston Ayres, Saint Mary Magdalene Bridgnorth, Saint Leonard Bridgnorth, Bridgnorth, Tasley, Astley Abbots, Linley, Roving, Stockton, Norton, Barrow, Swinney, Caughley, Willey, Sutton Maddock, parish of Broseley, Manor of Broseley, Marsh, Burton, Jackfield, Saint Mary's, Benthall, Benthall Edge, Buildwas, Madeley, Saint Luke's, Ironbridge, the bed and shores of the river Severn, Coalbrook Dale, Madeley wood, Coalbrook, Coalport, Little Wenlock, Dawley Magna otherwise Great Dawley, Dawley Parva otherwise Little Dawley, Dawley, Lightmoor, Horsehay otherwise the Horsehays, parish of Wellington, township of Wellington, Lawley, Arleston, Ketley, Oaken Gates, Watling-street, Dothill, Wombridge, New Hadley, Hadley, Leegomery, Apley, Wappenshall otherwise Leegomery Apley and Wappenshall, Donnington, Donnington wood, Wrockwardine, Wrockwardine wood, Trench Lane otherwise the Trench, Eyton otherwise Eyton-on-the-Weald otherwise Wildmoors, Horton, Preston otherwise Preston-on-the-Weald, otherwise Wild Moors, Lilleshall, Mux-

ton, Kinnersley otherwise Kynnersley, Edgemond, Church Aston, Chetwynd Aston, Adeney, Tibberton, Old Caynton otherwise Caynton, New Caynton, Cherrington, Bolas otherwise Bolas Magna otherwise Great Bolas, Childs Ercal, Chetwynd, Howle, parish of Hinstock; township of Hinstock, parish of Cheswardine, township of Cheswardine, Goldstone, Haywood, Woodseaves, Betton, parish of Adderley, township of Adderley, and Norton-in-Hales, all in the county of Salop; Drayton Magna otherwise Great Drayton, Drayton in Hales otherwise Market Drayton, in the counties of Salop and Stafford, or one of them; Tyrley, Hales, Bloore, and Alnington, all in the county of Stafford, parish of Audlem, township of Audlem, Buerton, Hankelow, parish of Wybunbury, Hunsterson, Hatherton, Walgerton, township of Wybunbury Hough, Shavington otherwise Shenton otherwise Shavington-cum-Gresty, Rope, Basford, parish of Wistaston, township of Wistaston, Coppenhall, Monks Coppenhall, Barthomley, and Crewe, all in the county of Chester. Also a branch railway from and out of the first described railway, such branch railway to commence at or in the borough of Bewdley, or in the parish of Ribbesford, both in the county of Worcester, or in the parish of Dowles, in the county of Salop; and to terminate either by an independent terminus or by a junction with the intended Oxford, Worcester, and Wolverhampton Railway, at or near the proposed station of such railway in or near the borough of Kidderminster, in the parish of Kidderminster, in the county of Worcester; and which said 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), borough of Bewdley, Ribbesford, lordship of Ribbesford, Bewdley, Saint Anne Bewdley, the bed and shores of the river Severn, borough of Kidderminster, parish of Kidderminster, foreign of Kidderminster Saint John's Kidderminster, Saint Mary's Kidderminster, Saint George's Kidderminster, Christ Church Ribbenhall, the hamlet of Wribbenhall Hoarstone Netherton Blackstone Oldington Sutton and the Lea, commonly called the hamlet of Wribbenhall, the hamlet of Trimpley Habberley Franch and Puxton, the hamlet of Hurcot Comberton and Blakedown, Wolverley, Stone, and Churchill, all in the county of Worcester, and the parish of Dowles in the county of Salop. And also another branch railway, from and out of the said first described railway, such last-mentioned branch railway to commence in the parish of Chelmarsh, or in the parish of Highley otherwise Higley, both in the county of Salop, and to terminate by an independent terminus or by a junction with the said intended Oxford, Worcester, and Wolverhampton Railway, at or near the proposed station of the said Oxford, Worcester, and Wolverhampton Railway, in or near the borough of Kidderminster, in the parish of Kidderminster, in the county of Worcester; and which said last-mentioned 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), parish of Chelmarsh, township of Chelmarsh, Sutton, Hempton otherwise Hempton's Load, Hampton otherwise Hampton's Load, Highley otherwise Higley, the bed and shores of the river Severn, Alveley, Romsley, Bridgnorth, and liberties of Bridgnorth, all in the county of Salop; Upper or Over Arley otherwise Upper or Over Areley, and Kinver otherwise Kinfare, all in the county of Stafford; parish of Kidderminster, foreign of Kidderminster, borough of Kidderminster, Saint Mary's Kidderminster, Saint George's Kidderminster, Saint John's Kidderminster,

Christ Church Wribbenhall, the hamlet of Wribbenhall Hoarstone Netherton Blackstone Oldington Sutton and the Lea, commonly called the hamlet of Wribbenhall, the hamlet of Trimpley, Habberley Franch and Puxton, the hamlet of Hurcot Comberton and Blakedown, Wolverley, Stone, and Churchill, all in the county of Worcester; 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, rivers, streams, sewers, canals, creeks, arms or branches of the sea, 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 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 Hereford, at his office at Hereford, in the same county; and with the Clerk of the Peace for the county of Worcester, at his office at Worcester, in the same county; and with the Clerk of the Peace for the county of Salop, at his office at Shrewsbury, in the same county; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in the same county; and with the Clerk of the Peace for the county of Chester, at his office at Chester, 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 by the said Bill or Bills, to incorporate a company for the purpose of carrying into effect the proposed railways 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 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 or lease, sell or transfer, the said intended railways and works, or any part of the same, or the tolls thereof, to the Oxford, Worcester, and Wolverhampton Railway Company, or to any other railway company or companies whose line the said intended railways or works, or any of them, or any part of the same, may unite, and to delegate to the said Oxford, Worcester, and Wolverhampton 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 Oxford, Worcester, and Wolverhampton 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 and towards the making or main-

taining the said intended railways and works, or any part of the same, 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 incorporated by the said Bill or Bills with the said Oxford, Worcester, and Wolverhampton 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 authorise the company to be formed by such union or amalgamation, to use and work the said railways and works, or any part of the same, and to take tolls in respect thereof, and for all or any of the purposes aforesaid, to alter, amend, extend, or enlarge the powers and provisions of an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Queen Victoria, intituled "An Act for making a Railway from Oxford to Worcester and Wolverhampton," to be called the "Oxford, Worcester and Wolverhampton Railway," with branches.

Dated this tenth day of November 1845.

Edwards, Mason, and Edwards, London; *T. B. B. Stevens*, Tamworth, Solicitors for the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the next ensuing session, for a Bill or Bills to alter, amend, explain, enlarge, and render more effectual, or to repeal the several Acts of Parliament relating to the Leeds and Bradford Railway Company, passed respectively in the sessions of Parliament held in the seventh and eighth, and eighth and ninth years of Her present Majesty, also the several Acts of Parliament relating to the Manchester and Leeds Railway passed respectively in the sixth and seventh, and in the seventh years of the reign of His late Majesty King William the Fourth, and in the second and third, and in the fourth and fifth, and in the seventh and eighth, and two Acts passed in the eighth and ninth years of Her present Majesty, and also of the Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844, and the Ashton, Stalybridge, and Liverpool Junction Railway Act, 1845; and also the several Acts of Parliament relating to the Midland Railway Company, passed respectively in the sessions of Parliament held in the seventh and eighth, and two Acts passed in the eighth and ninth years of the reign of Her present Majesty; and also the several Acts relating to the Hull and Selby Railway, and the Hull and Selby, Bridlington, Branch Railway, passed in the sessions of Parliament held respectively in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the sixth and seventh, and in the eighth and ninth years of the reign of Her present Majesty; and also of the several Acts relating to the York and North Midland Railway Company, passed in the sessions of Parliament held respectively in the sixth and seventh years of the reign of His said late Majesty King William the Fourth, and in the seventh year of the same reign and the first of Queen Victoria, and in the fourth and fifth, and two Acts passed in the seventh and eighth, and in the eighth and ninth years of the reign of Her said present Majesty.

And notice is hereby also given, that it is intended by the said Bill or Bills, or some or one of them, to enable the Leeds and Bradford 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 Manchester and Leeds Railway Company, and the Midland Railway Company, or either of them, the railways, branch railways, and works made, or to be made by the Leeds and Bradford Railway Company, or any of them, or any part or parts thereof, and all or any of the property and effects of the said last-mentioned company, and all, or any of the rights, powers, and privileges belonging to the same company, or in connexion therewith, or in relation thereto, and to enable the Manchester and Leeds Railway Company, and the Midland Railway Company, either jointly, and either of them separately, to accept and take such lease, or to purchase and accept the railways, branch railways, and works made, or to be made by the said Leeds and Bradford Railway Company, 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 or parts thereof respectively, either jointly or separately, or part thereof jointly, and part thereof separately, and to enable the Manchester and Leeds Railway Company, and the Midland Railway Company, or either of them, to raise money by the creation of shares, mortgage, or otherwise, for the purposes aforesaid, and to amalgamate and consolidate the railways, branch railways, and works made, or to be made by the Leeds and Bradford Railway Company, and the capital, stock, property, and effects of the same company, with, and into the Manchester and Leeds Railway Company, and the Midland Railway Company, or either of them, or to unite and consolidate the Leeds and Bradford Railway Company, the Manchester and Leeds Railway Company, and the Midland 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 Leeds and Bradford Railway Company, or lease and sale of the railways, branch railways, and works made, or to be made by the Leeds and Bradford Railway Company, and the property and effects of the same Company, with, or to the Manchester and Leeds Railway Company, and Midland 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 the purposes hereinbefore-mentioned, and to authorise the incorporation of a new company for the purposes above mentioned, and to disincorporate and dissolve the Leeds and Bradford Railway Company, and to alter and vary the rates, tolls, and duties at present demandable or recoverable for the use of the railways, branch railways, and works made, or to be made, by the Leeds and Bradford Railway Company, or any of them, or any part or parts thereof, and to enable the Manchester and Leeds Railway Company, and the Midland Railway Company, or either of them, or the said consolidated company to levy and receive the same, or other rates, tolls, and duties, in, and upon, and in respect of the railways, branch railways, and works made, or to be made by the Leeds and Bradford Railway Company, or any part or parts thereof, and to confirm and legalize all contracts and agreements already adopted or approved of, or acted upon, by, or between the Leeds and Bradford Railway Company, and the Manchester and Leeds Railway Company, and the Midland 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 Leeds and Bradford Railway Company, or the directors thereof, and the Manchester and Leeds Railway Company, and the Midland Railway Company, or either of them, or the directors thereof, or either of them, and to extend and make applicable to the said consolidated company, and to the said Leeds and Bradford 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 relating to the Manchester and Leeds Railway, and the Midland Railway, or to each, or either of them, and to authorise and confirm any contracts or agreements which may be made and executed, or be adopted or approved of, or acted upon, by, or between the Manchester and Leeds Railway Company, and the Midland Railway Company, or the directors thereof respectively, with respect to the joint working and management of the railways, branch railways, and works made, or to be made by the said Leeds and Bradford Railway Company, or to the working of portions of the railways, and branch railways, of the said Leeds and Bradford Railway Company, by the Manchester and Leeds Railway Company, and other portions thereof, by the Midland Railway Company, and the division or apportionment of the rates, tolls, and duties arising therefrom, and to the providing of stations, warehouses, wharfs, or depôts, for the joint use, and at the joint expense of the said Manchester and Leeds Railway Company, and the Midland Railway Company, for the more convenient using and working of the railways, branch railways, and works of the said Leeds and Bradford Railway, or otherwise, in relation thereto.

And notice is hereby further given, that it is intended to take powers in the said Bill or Bills, or in some other Bill or Bills, to be applied for in the said next session of Parliament, to enable the said Manchester and Leeds Railway Company, and the said York and North Midland Railway Company, to enter into such mutual agreements or arrangements in reference to the working and management of the Hull and Selby Railway, and the Bridlington Branch thereof, and to the traffic passing, or to pass, over the same respectively, or either of them, and to the apportionment and division of the rates, tolls, and duties arising, or to arise thereon, or in respect thereof, as may be deemed expedient.

Dated this eleventh day of November 1845.

Darbishire and Lewis, Manchester.

Regent's Canal 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 to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the said Acts, and to grant other further and more effectual powers in the stead thereof; namely, an Act passed in the fifty-second year of the reign of King George the Third, intituled "An Act for making and maintaining a Navigable Canal from the Grand Junction Canal, in the parish of Paddington, to the River Thames, in the Parish of Limehouse, with a collateral cut in the Parish of Saint Leonard, Shoreditch, in the County of Middlesex."

And also the several other Acts relating to the said Regent's Canal, passed in the fifty-third, fifty-sixth, and fifty-ninth years of the same reign, and in the session of Parliament held in the first and second years of the reign of King George the Fourth, and also an Act passed in the fifty-ninth year of the reign of King George the Third, intituled "An Act to vary and alter certain Acts of his present Majesty, relating to the Grand Junction Waterworks and the Regent's

Canal, in order to effect an exchange of water for the better supply of the Regent's Canal Navigation and Grand Junction Waterworks."

And also an Act passed in the seventh year of the reign of King George the Fourth, to amend the said Act; and also an Act passed in the fifth year of the reign of King George the Fourth, intituled "An Act for making and maintaining a Navigable Canal from the River Lee Navigation, in the Parish of Saint Mary, Stratford Bow, in the County of Middlesex, to join the Regent's Canal, at or near a place called Old Ford Lock, in the Parish of Saint Matthew Bethnal Green, in the said County of Middlesex."

And in the said Bill or Bills it is intended to take powers to alter or increase the tolls, rates, or duties authorised to be collected by virtue of the said recited Acts, or some of them.

And in the said Bill or Bills it is intended to enable the company of proprietors of the Regent's Canal to make and maintain a main trunk railway, with all proper works, stations, and other conveniences connected therewith as hereinafter described, or otherwise to incorporate a company for the purpose of carrying the said proposed undertaking into effect, either alone or in conjunction with the said company of proprietors of the Regent's Canal; that is to say, a railway commencing by a junction with the Great Western Railway, at or near the Paddington station thereof, in the parish of Saint Mary Paddington, in the county of Middlesex, or by an independent terminus there, and passing thence through the several parishes, townships, and extra-parochial or other places following (that is to say): Paddington, Marylebone, Saint John Hampstead, Saint Pancras, Saint Mary Islington, Saint James Clerkenwell, Saint Luke Old-street, Saint John Hackney, Saint Leonard Shoreditch, Saint Matthew Bethnal Green, Saint Dunstan Stepney, Ratcliffe, Mile End Old Town, Saint Ann Limehouse, Saint Mary-le-Bow Stratford, All Saints Poplar, Blackwall, Bromley, or Bromley Saint Leonards, and to terminate at the river Thames in or near Narrow-street, in the parishes of Saint Ann Limehouse, and Saint Dunstan Stepney, or one of them.

And also to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, diverging from the said before-mentioned line of railway, in the said parish of Saint Pancras, at or near the north-east corner of the Zoological Gardens, passing through the same parish, and terminating at or near the southernmost end of the Regent's Park Basin, near to Cumberland Market, in the said parish.

And also to make and maintain two branch railways, with all proper works, stations, and conveniences connected therewith; the one whereof commences in the before-mentioned main trunk railway, in the parish of Saint Pancras aforesaid, at or near the Albert-road; and the other thereof commences from the said main trunk railway, at or near Camden Wharf, in the said parish of Saint Pancras, which branch railways unite in the said parish of Saint Pancras, and pass into the parish of Saint John Hampstead, in the county of Middlesex, and terminates there by a junction with the London and Birmingham Railway, at or near Chalk Farm Bridge.

And also to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, commencing in the before-described main trunk railway, in the parish of Saint Pancras aforesaid, at or near Maiden-lane, and there terminating by a junction with the projected London and York Railway, at or near the place where the same crosses Maiden-lane aforesaid.

And also to make and maintain a railway with all

proper works, stations, and conveniences connected therewith, commencing in the before-mentioned main line trunk of railway in the said parish of Saint Mary, Islington, at or near Vincent-terrace, passing through the said parish, and through the parishes of Saint Luke Old-street, Saint James Clerkenwell, Saint John Clerkenwell, and the liberty of Glasshouse-yard, or some of them, in the county of Middlesex, and Saint Olave Silver-street, Saint Alban Wood-street, Saint Giles without, Cripplegate, Saint Botolph without, Aldersgate, Saint Mary Staining, Saint Michael Wood-street, Saint Ann within Aldersgate, and Saint John Zachary, in the city of London, or some of them, and terminating in the last-named parish at or near the General Post-office.

And also to make and maintain another branch railway, with all proper works, stations, and conveniences connected therewith, commencing from the said main line of railway in the parish of Saint Matthew Bethnal Green, at or near the Old Ford Road, passing through the same parish, and through the parishes of Saint Mary Stratford-le-Bow, Saint John Hackney, in the counties of Middlesex and Essex, and terminating by a junction with the Eastern Counties Railway, at or near the junction of the Cambridge line with the Colchester line of the said Eastern Counties Railway.

And also another branch railway issuing from the last-described branch railway, at or near White Post Bridge, in the parish of Saint Mary Stratford-le-Bow, passing through the same parish, and the said parish of Saint John, Hackney, and through the parishes of Wanstead and Layton, in the county of Essex, and terminating at or near Rock Holts Farm, in the said parish of Layton, by a junction with the Cambridge line of the Eastern Counties Railway.

And also to make and maintain another branch railway, with all proper works, stations, and conveniences connected therewith, commencing from the said main trunk railway, at or near Old Ford Footpath Bridge, in the parish of Saint Matthew Bethnal Green, in the county of Middlesex, and passing through the same parish, the parish of Saint Dunstan Stepney, and of Saint Mary Stratford-le-Bow aforesaid, and terminating by a junction with the Eastern Counties Railway, at or near the Coborn-road, in the two parishes last aforesaid, or one of them.

And also to make and maintain another branch railway, with all proper works, stations, and conveniences connected therewith, commencing from the said main trunk line, at or near Bow Common, in the parishes of Stepney and Saint Mary Stratford-le-Bow, or one of them, in the county of Middlesex, and passing through the parishes of Stepney, Saint Ann Limehouse, Saint Mary, Stratford-le-Bow, All Saints Poplar, Blackwall, and Bromley, otherwise Bromley Saint Leonards, in the county of Middlesex, and terminating by two lines, the one at the West India Docks, and the other at the East India Docks, in the aforesaid parishes of Poplar and Blackwall, or one of them.

And also power to make and maintain the following branch or side railroads or tramroads from and out of the said main trunk line of railway, together with all proper works, stations, and other conveniences connected with such branch or side railways or tramroads respectively; (that is to say), a side branch railway commencing out of the said main trunk line at or near the north end of the City Basin, in the parish of Saint Mary Islington aforesaid, passing through the same parish, and terminating in the parish of Saint Luke Old-street aforesaid, at or near Golden-lane, in the said parish.

A side branch railway commencing out of the said main trunk line at or near the northern end of the

Wenlock Basin, and passing through the said basin, and terminating at or near the southern end thereof, all in the parishes of Saint Mary Islington, Saint Luke Old-street, and Saint Leonard Shoreditch, some or one of them in the county of Middlesex.

A side branch railway commencing out of the said main trunk line at or near the northern end of Horsfall's Basin, passing through the same basin, and terminating at or near the southern end thereof, all in the parish of Saint Mary Islington, in the county of Middlesex.

A side branch railway commencing out of the same main trunk line, at or near the southern end of the Shoreditch Basin at the Kingsland-road, passing through the same basin, and terminating at or near the northern end thereof, all in the parishes of Saint John Hackney, and Saint Leonard Shoreditch, or one of them, in the county of Middlesex.

A side branch railway commencing out of the said main trunk line at or near the northern end of a basin at Haggerstone or Aggerstone, near Cambridge-street, in the parish of Saint Leonard Shoreditch, in the county of Middlesex, passing through the same basin, and terminating at or near the southern end thereof, in the parish last aforesaid.

And also all such sidings or side branches in, on, or through the several other basins, wharfs, bridges, docks, slips, and viaducts on and along the course of the said Regent's Canal, in all or any of the parishes aforesaid, as may be requisite or convenient for the accommodation of the trade or traffic now passing upon the same canal or hereafter to pass along the said intended railways.

And in the said Bill or Bills provision will be applied for to make, extend, enlarge, and improve the dock or basin at Limehouse, in the parishes of Saint Anne Limehouse and Stepney, or one of them, in the county of Middlesex, and the entrance thereto from the Thames.

And for making and maintaining a cut or channel from and out of and having communication with the said dock or basin, to or through the banks or bed of the river Thames, to and having communication with the deep water there.

And for forming and constructing all proper locks, piers, landing-places, quays, wharfs, warehouses, and approaches, and other works and conveniences connected therewith, in the parishes last aforesaid.

And in the said Bill or Bills powers will be sought to deviate from the line or lines laid down in the plans hereinafter-mentioned to the extent thereon defined, and to alter, stop up, and divert all such streets, turnpike-roads, highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial and other places aforesaid as it may be necessary so to alter, stop up, or divert for the purpose of such railway and branch railways, or any of them, or the works, stations, and conveniences connected therewith respectively, and also to authorise a junction or junctions with any railway or railways, at the commencement or termination, or on the line or course of such intended railway and branch or side railways respectively, and especially to alter, divert, or stop up the said Regent's Canal and the Hertford Union Canal, and the wharfs, laybys, and basins connected therewith, and to apply the same, or any portion thereof, and the works, banks, and buildings connected therewith, to the purpose of such railway and branch or side railways.

And notice is hereby given, that the said application to Parliament in the ensuing session may be confined to a part only instead of the whole of the said undertaking.

And it is further intended, if a company should be

incorporated by such Bill or Bills for the execution of the said railways and works, to enable such company to purchase the said Regent's Canal, and all the powers, rights, and privileges of the said company of proprietors of the Regent's Canal in relation thereto, and to exercise the same, and also to authorize the said company of proprietors to sell the same to such company so to be incorporated, or to authorize the union and consolidation into one company of the company so to be incorporated, and of the said company of proprietors of the Regent's Canal, and to vest in such united company all the capital, stock, property, estate, and effects, powers, privileges, and authorities which may at the time of the passing of the said Bill or Bills, or at any other time belong to or be vested in the said company of proprietors of the Regent's Canal, and to enable such united company to hold, exercise, and enjoy all such rights, powers, privileges, and authorities as may be vested as hereinbefore mentioned in the said company of proprietors, and after such union and consolidation to dissolve the said company of proprietors of the Regent's Canal.

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 or side railways, and also to alter, increase, and diminish the tolls and payments received and taken for the use of the Regent's Canal and the Hertford Union Canal, and also for the powers usually conferred for the compulsory purchase of lands, houses, buildings, hereditaments, and other property to be described on the plan hereinafter mentioned, and also for power to vary or extinguish all rights or privileges in any manner connected with the lands, houses, buildings, hereditaments, and other property proposed to be taken for the purpose of such railway and branch or side railways, or any or either of them, and to confer other rights and privileges.

And also for powers to take down or rebuild or enlarge all bridges or viaducts now subsisting on or over the said canal and canals; and also for powers to pass through or tunnel under all public or private roads passing over or under the said canal or canals.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branch or side railways, and the lands, houses, buildings, and hereditaments, 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, houses, buildings, and hereditaments, 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 Middlesex, at his office in Clerkenwell, in the said county; with the Clerk of the Peace for the county of Essex, at his office at Chelmsford, in the said county; and with the Clerk of the Peace for the said City of London, at his office in the Old Bailey 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, sections, and books of reference as relates to the several parishes and places hereinbefore mentioned from, through, or into which the said railway and branch or side railways will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this fifth day of November 1845.

Bridges and Mason, Red Lion-square; *Baxter, Rose*, and *Norton*, 3, Park-street, Westminster, Solicitors for the Railway Company.

Lyon, Barnes, and *Ellis*, Spring-gardens, Solicitors to the Canal Company.

Thames Embankment and Railway Junction.

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 constructing an embankment upon or along the north side of the river Thames, between Whitehall Place, in the parish of Saint Martin's-in-the-Fields, in the city or liberties of Westminster, and Blackfriars Bridge, in the parishes of Saint Anne's, Blackfriars, and Saint Andrew by the Wardrobe, or one of them, in the city of London, or some part or parts thereof, as will be shown on the plans hereinafter mentioned, with a public drive or carriage-road, and also a promenade or pathway for foot-passengers; and also for the construction and maintenance of a railway on the inner side thereof, to be supported on detached pillars or columns, with all proper and necessary works and conveniences connected therewith, which said railway is intended to commence at or near Hungerford Market, in the parish of Saint Martin's-in-the-Fields, in the said city or liberties of Westminster, and passing along or near the said embankment to the termination thereof, and from thence through, over, or near to Chatham-place, Saint Anne's Wharf, Puddledock, Rutland-place, Upper Thames-street, Bennet's-hill, Saint Peter's-hill, Lambeth-hill, Old Fish-street, College-hill, Dowgate-hill, Bread-street-hill, Garlick-hill, Bush-lane, Laurence Pountney-lane, Cannon-street, King William-street, Philpot-lane, Rood-lane, Mincing-lane, Mark-lane, London-street, or some or one of them, and terminating either by a distinct terminus or by a junction with the London and Blackwall Railway, in the parishes of Saint Katherine Coleman, Saint Catherine Cree, and Saint Olave Hartstreet, in the city of London, or one of them, all which said embankment, carriage-road, pathway, railway and other works, are intended to be made from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places following; (that is to say), Saint Margaret, Westminster, Saint Martin's-in-the-Fields, Saint Clement Danes, the Precinct of the Savoy, Saint Mary-le-Strand, the Inner Temple, the Middle Temple, Precinct of Whitefriars, Saint Bridget otherwise Saint Bride, Bridewell Precinct, Precinct of Saint Anne, Saint Anne's, Blackfriars, Saint Andrew by the Wardrobe, Saint Bennett, Paul's Wharf, Saint Peter, Paul's Wharf, Saint Nicholas, Saint Mary Somerset, Saint Mary Mounthaw, Saint Mary Magdalen, Old Fish-street, Saint Nicholas, Cole Abbey, Saint Nicholas Olive, Saint Mildred's Breadstreet, Saint Michael, Queenhithe, Holy Trinity the Less, Saint James Garlick-hithe, Saint Thomas the Apostle, Saint Mary Aldermary, Saint Michael Parternoster Royal, Saint Martin Vintry, Saint John the Baptist, Saint Antholin, Saint Mary Bathow, Saint Swithin, London Stone, Saint Mary Abchurch, Saint Lawrence, Pountney, Allhallows the Great, Allhallows the Less, Saint Martin Orgar, Saint Clement near Eastcheap, Saint Michael Crooked-lane, Saint Nicholas Acon, Saint Edmund the King, Saint Leonard, Eastcheap, Saint Benet Gracechurch, Saint George Botolph-lane, Saint Mary at Hill, Saint Andrew Hubbard, Saint Dionis Backchurch, Saint Dunstan-in-the-East, Saint Gabriel Fenchurch, Saint Margaret Patens, Allhallows Staining, Saint Katherine Coleman, Saint Olaves Hart-street, Saint Katherine Cree, or some of them, in the cities of Westminster and London, and county of Middlesex; and also to make and construct two branch railways, the one whereof commences in the before-mentioned main railway, in the parish of Saint James Garlick Hythe, at or near Garlick-hill, and the other thereof commences in the said main railway in the parish of Saint Michael Parternoster Royal and Saint Martin Vintry

at or near College-hill, which branch railways unite in the parish of Saint James Garlick Hythe and Saint Martin Vintry, or one of them, at or near Thames-street, and pass over the said river Thames along or over Southwark Bridge to or near Tooley-street, in the parish of Saint Olave, Southwark, in the county of Surrey, and terminating either by a distinct terminus there or by a junction with one or more of the railways having their terminus near London Bridge, which said branch railways and works will be made from, in, through, or into the several parishes, townships, extra-parochial and other places following; (that is to say), Saint Mary Aldermanbury, Saint Thomas Apostle, Saint Michael Parternoster Royal, Saint James Garlick Hythe, Holy Trinity the Less, and Saint Martin Vintry, in the city of London, and Saint Saviour, Southwark, Saint Thomas, Southwark, Saint Olave, Southwark, and the Clink or Bishop of Winchester's Liberty, in the parish of Saint Saviour, Southwark, in the county of Surrey, or some of them.

Also for making two other branch railways, one whereof commences on the before-mentioned main line in the parish of Saint Martin's Orgar, at or near Saint Martin's-lane, and the other whereof commences from the said main railway in the parish of Saint Bennet, Gracechurch-street, at or near the south end of Gracechurch-street; which branch railways unite in the parish of Saint Clement, Eastcheap, at or near the junction of Arthur-street with King William-street, and pass over the said river Thames by means of a viaduct of ornamental construction over London Bridge, to or near Tooley-street, in the parish of Saint Olave, Southwark, in the county of Surrey, and terminating either by a distinct terminus there, or by a junction with one or more of the railways having their terminus near London Bridge; which said branch railways and works will be made from, in, through, or into the several parishes, townships, extra-parochial and other places of Saint Leonard's Eastcheap, Saint Michael Crooked-lane, Saint Margaret New Fish-street, Saint Martin Orgar, Saint Clement Eastcheap, Saint Bennet Gracechurch-street, and Saint Magnus the Martyr in the city of London, and Saint Saviour, Saint Olave, and Saint Thomas, Southwark, and the Clink or Bishop of Winchester's liberty, in the county of Surrey, or some of them.

And it is further proposed, in and by the said Act or Acts, to take powers to deviate in the construction of all or any of the before-mentioned works from the lines or situations thereof, as laid down on the plans to be deposited as hereinafter-mentioned, to such extent as will be shown or defined on such plans, and to alter, widen, divert, and remove all causeways, piles, stairs, hards, or landing-places, and other properties and rights on the bed or shore of the said river Thames, or projecting from the banks thereof, on the side aforesaid, between Whitehall-place and Blackfriars Bridge aforesaid, and to construct others, with all necessary approaches and conveniences, and to remove all mud and other banks on the bed or shore of the said river, and to deepen and cleanse the same between Whitehall-place and Blackfriars Bridge aforesaid, and to alter, remove, make, or continue all necessary and proper viaducts, roads, bridges, embankments, quays, basins, banks, walls, locks, wharfs, sewers, culverts, drains, arches, landing-places, tide-gates, piles, sluices, lock-gates, and other works and conveniences; and to authorise the construction of stations, piers, stairs, and landing-places, by the side of or projecting from the said carriage-road, pathway, railways, and embankment, for embarking and disembarking passengers: and also to incorporate a company for carrying out the above-mentioned objects, with power to levy and collect

tolls, rates, and duties, in respect of the use of the said carriage-road, pathway, railways, and embankment and works; and also to enable the said company, so to be incorporated as aforesaid, to purchase and take, by compulsion or agreement, lands and houses for the purposes aforesaid, and to take such portion of the bed and shore of the said river Thames as shall be deemed necessary for any of the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands and houses and other property, or which would in any way 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 also intended to authorise the company so to be incorporated, as aforesaid, to amalgamate with any other company or companies, whether existing or promoting any undertaking to be submitted to Parliament in the ensuing session, or to agree with any other company or companies as to the working or using of the railway, or branch railways and works before specified, or of any other railway, by any such companies, and to authorise the amalgamated company to exercise all or any of the powers and authorities before mentioned.

And it is further proposed in and by the said Act or Acts to empower the said company so to be incorporated as aforesaid, to enter into all necessary agreements and contracts with the company of proprietors of Southwark Bridge, incorporated by an Act made and passed in the fifty-first year of the reign of King George the Third, intituled, "An Act for erecting a Bridge over the River Thames, from or near the Three Cranes into the Parishes of Saint James Garlick Hythe, and Saint Martin's Vintry, in the City of London, to the opposite bank of the said river in the Parish of Saint Saviour, in the County of Surrey, and for making proper streets and avenues to communicate therewith, for the purchase or lease of the said Bridge, and works connected therewith, or any part or parts thereof; and also to enable the said Company of Proprietors to sell and dispose of, or lease all their right, title, and interest in the said last-mentioned Bridge and works, or any part or parts thereof to the said Company, so to be incorporated as aforesaid, for such sum, and upon such terms and conditions as shall be mutually agreed on."

And for such purposes it is intended to repeal or alter, amend, enlarge, and extend the powers and provisions of the above-recited Act, and the several other Acts relating to the said bridge, passed in the fifty-third, fifty-sixth, and fifty-eighth years of the same reign, and in the several sessions of Parliament held in the first, fourth, fifth, and ninth years of the reign of King George the Fourth.

And it is further proposed, in and by the said Act or Acts, to empower the said company to be so incorporated as aforesaid, to enter into all necessary agreements and contracts with the Corporation of the city of London, authorized and empowered under and by virtue of an Act made and passed in the fourth year of the reign of his late Majesty King George the Fourth, intituled, "An Act for the rebuilding of London Bridge, and for improving and making suitable approaches thereto; for the purchase or lease of the said Bridge and works connected therewith; and also to enable the said Corporation to sell and dispose of or lease the use of the same to the said Company for such sum, and upon such terms and conditions as shall be mutually agreed on."

And for such purposes it is intended to repeal or alter, amend, enlarge, and to extend the powers and provisions of the above recited Act, and the several other Acts relating to London Bridge and the approaches thereto, passed in the seventh and eighth

the tenth and eleventh years of the reign of his late Majesty King George the Fourth, and in the first, second, and fourth years of the reign of his late Majesty King William the Fourth, and in the first and second, the second and third, and the fifth and sixth years of the reign of her present Majesty.

And it is further proposed, in and by the said Act or Acts, to empower the said company to enter into all necessary agreements and contracts with the company of proprietors incorporated under and by virtue of an Act 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 also with the company of proprietors of the Hungerford and Lambeth Suspension Footbridge Company, incorporated under and by virtue of an Act passed in the session held in the sixth and seventh years of the reign of his late Majesty King William the Fourth, intituled, "An Act for building a Footbridge over the River Thames from Hungerford Market, in the Parish of Saint Martin-in-the-Fields, in the County of Middlesex, to the opposite shore in the Parish of Lambeth, in the County of Surrey, and for making suitable approaches thereto," for the purchase or lease of the said market and bridge, and all the lands, houses, and works connected therewith respectively; and also to enable the said companies of proprietors respectively to sell and dispose of, or lease the said market, bridge, and other property to the said company, for such sum and upon such terms and conditions as shall be mutually agreed on. And for such purposes it is intended to repeal or alter, amend, enlarge, and extend the powers and provisions of the above-recited Acts of the eleventh year of King George the Fourth, and the sixth and seventh years of King William the Fourth, and the several other Acts relating to the said market and bridge, passed 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.

And notice is hereby further given, that plans and sections of the said intended works, with a book or books of reference thereto, will, on or before the thirtieth of November in the present year, be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell, in the said county; and with the Clerk of the Peace for the city and liberties of Westminster, at his office in Carlisle-street, Soho-square, in the said city and liberties; and with the Clerk of the Peace for the county of Surrey, at his office in North-street, Lambeth; and with the Clerk of the Peace for the city of London, at his office in the Old Bailey 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 the several parishes, townships, and extra-parochial and other places hereinbefore mentioned, from, through, or into which the said embankment, railway, branch railways, and other works will pass or be situate, will be deposited with the parish clerk of each such parish, at the residence of such clerk.

Dated this sixth day of November 1845.

Bridges and Mason, 9, Spring-gardens, Solicitors.

Coventry, Nuneaton, Birmingham, and Leicester 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 the railway and branch railways hereinafter mentioned, or some or one of them, or some part or parts thereof, respectively, and commencing and terminating as hereinafter described, or at some point or points between such commencements and terminations; (that is to say), a railway commencing by a junction or junctions with the Midland Counties Railway, in the parish of Wigston Magna, in the county of Leicester, or by a distinct terminus there, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them, (that is to say), Wigston Magna aforesaid, Glen Parva, Aylestone otherwise Elston, Blaby, Whetstone, Enderby, Thorpe Parva otherwise Little Thorpe, Lubbesthorpe, Narborough, Cosby, Croft, Marston Meadow, Stony-Staunton, Potters Marston, Barwell, Elmes-thorpe, Burbage, Hinckley, Aston Flamville, or some of them in the said county of Leicester; the Hyde otherwise Hyde Pasture, Nuneaton, Attleborough, Marston, Weston, Bulkington, Chilvers Coton, Bedworth, Exhall, Foleshill District of Saint Paul, Foleshill, Sowe, Wyken Stoke, Holy Trinity Coventry, Saint John Baptist Coventry, Saint Michael Coventry, District of Saint Thomas in the parish of Saint John the Baptist, District of Saint Peter Holy Trinity Coventry, Stivichall, or some of them, in the said county of Warwick, and terminating by a junction or junctions with the London and Birmingham Railway, in the said parish of Saint Michael Coventry in the county of Warwick, or by a district terminus in the said parish of Saint Michael in the county of Warwick, and a branch railway commencing from the said main railway in the parish of Saint Michael, Coventry, crossing the London and Birmingham Railway, and terminating in the same parish by a junction with the Warwick and Leamington Union Railway; and a branch railway commencing by a junction or junctions with the said main line of railway, or with the intended Trent Valley Railway, in the parish of Nuneaton in the county of Warwick, and passing from, in, through, and into the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), Nuneaton, Mancetter, Stockingford, Chilvers Coton, Astley, Ansley, Arley, Fillongley, Shustoke, Over Whitacre, Kingsbury, Lea, Lea Marston, and Nether Whitacre, or some of them, in the county of Warwick, and terminating in the parish of Nether Whitacre in the said county of Warwick, either by a distinct terminus, or by a junction or junctions with the branch of the Midland Railway known as the Birmingham and Derby Railway, and also a branch railway or alternative line, commencing from the last-mentioned branch railway, in the parish of Shustoke in the county of Warwick, passing through and terminating in the said parish of Shustoke by a junction with the railway known as the Tame Valley Railway or the said Birmingham and Derby Railway, in the said parish of Shustoke. And also a branch railway from the said proposed main railway, commencing in the hamlet of Glen Parva in the parish of Aylestone in the said county of Leicester, and passing from, through, and into the parishes of Aylestone and Wigston Magna in the said county of Leicester, or one of them, and terminating in the said parish of Wigston Magna by a junction or junctions with the proposed South Midland Railway there.

And also a branch railway from the said proposed

main railway, commencing in the parishes of Stony Staunton and Barwell, or one of them, in the county of Leicester, and passing from, in, through, and into the several parishes, townships, and extra-parochial places following, or some of them; (that is to say), Stony Stanton, Elmsthorpe, Barwell, Potters Marston, Kirkby Mallory, Earl Shilton, Thurlaston, Normanton, Normanton-Turville, Peckleton, Tooley Park, Bassett House, The Knowl, Roes Rest, Desford, Ratby, Newtown-Unthank, Botcheston, Barron Park, Leicester Forest, Old Brake, and New Haven, or some of them in the county of Leicester, and terminating by a junction or junctions with the Leicester and Swannington Railway at Desford, in the parish of Desford in the county of Leicester, and another branch railway from the said main railway, commencing in the parish of Bedworth, passing through the parishes or hamlets of Weston, Ansty, and Shilton, and terminating in the parish of Bulhington by a junction with the Trent Valley Railway. 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 branch railways; and also to authorize junctions with any railway or railways at the commencement, or termination, or in the line or course of the said railway or branch railways as before described in the several parishes, townships, and extra-parochial places aforesaid. And in the said Bill power will be applied for to deviate from the line or lines laid down on the plans hereafter mentioned, to the extent therein defined, and to alter, divert, or stop up, whether permanently or temporarily, 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 alter, divert, or stop up, for the purposes of such railway or branch railways.

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

And it is also intended by such bill or bills to incorporate a company for the purpose of carrying into effect the said intended railway and branch railways, and other works, and to enable such company to sell or lease such railway or branch railways, or any part thereof, to any existing company; and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connection with such railway. And also, for power to enable such companies to enter into such arrangements as may be mutually agreed upon in reference to the objects aforesaid. And, in such Bill or Bills, provision is intended to be made to authorise the company to be incorporated to amalgamate with a company to be established for constructing a railway from the Leicester and Swannington Railway, in the parish of Desford in the county of Leicester, to the parish of Polesworth in the county of Warwick, and to authorise the amalgamated company to exercise all the powers and authorities to be contained in the said Bill or Bills, and to purchase and take lands by compulsion, and to levy tolls in the same manner and to the same extent as the company so to be incorporated. And provision

will be made in the said Bill or Bills for carrying out such amalgamation.

And notice is hereby further given, that duplicate plans and sections, describing the line and levels of the said intended railway and branch railways, 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 said county of Leicester at Leicester, and for the said county of Warwick at Stratford-upon-Avon. 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 said parishes in or through which the said railway or branch railways will pass or be situate, will be deposited with the Clerk of each such parish at his residence.

Dated this sixth day of November 1845.

Bridges and Mason, 9, Spring-gardens, London; Stone and Paget, Leicester; John Chinery, Leamington, Joint 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 for making and maintaining a railway or railways with all suitable and proper bridges, stations, erections, docks, locks, wharfs, warehouses, landing-places, approaches, and conveniences attached thereto or connected therewith, commencing at or near a farm or piece of ground called Cliff Farm, in the parish of Lydney, in the county of Gloucester, or at or near a certain point on the shore of the river Severn, in a bay commonly called Wellhouse Bay, situate and being in the said parish of Lydney, or within the jurisdiction of the Lords Commissioners of the Admiralty, and terminating at or near a point called Deadman's Cross, in Her Majesty's Forest of Dean, in the townships of East and West Dean, or one of them, in the said county of Gloucester, and passing from, in, through, to, or into the several parishes, townships, extra-parochial, and other places of Wellhouse Bay, Lydney, Awre, Etloe otherwise Etloe Duchy, Newland, Blakeney, Nibley, Allastone, Dean, East Dean and West Dean, in the said Forest of Dean, all in the said county of Gloucester.

And also for making and maintaining a railway or railways, with all suitable and proper bridges, stations, erections, docks, locks, wharfs, warehouses, landing-places, approaches, and conveniences attached thereto or connected therewith, either as a branch or branches to the said intended main line of railway, or as an alternative line in lieu of such intended main line of railway, commencing at or near a certain place called Purton, in the said parish of Lydney, in the said county of Gloucester, or at or near a point on the said river Severn called Purton Harbour, in the parish of Lydney aforesaid, or within the jurisdiction of the Lords Commissioners of the Admiralty, and terminating at or near Deadman's Cross, in Her Majesty's Forest of Dean, in the said townships of East and West Dean, or one of them, in the said county of Gloucester, and passing from, in, through, to, or into the several parishes, townships, extra-parochial, and other places of Purton, Awre, Etloe otherwise Etloe Duchy, Lydney, Newland, Blakeney, Nibley, Allastone, Dean, East Dean and West Dean, in Her Majesty's Forest of Dean, all in the said county of Gloucester.

And also for making and maintaining a railway, with all proper works, approaches, and conveniences connected therewith, as a branch or in extension of

the said intended main line of railway, or as an independent line, commencing at or near the said point in Her Majesty's Forest of Dean called Deadman's Cross, in the said townships of East Dean and West Dean, or one of them, in the said county of Gloucester, and terminating at or near another point in the said Forest of Dean called Fox's Bridge, in the said townships of East Dean and West Dean, or one of them, in the said county of Gloucester, and passing from, in, through, to, or into the several parishes, townships, extra-parochial, and other places of Awre, Lydney, Etloe otherwise Etloe Duchy, Newland, Blakeney, Nibley, Holy Trinity, Allastone, Dean, East Dean and West Dean, in the said Forest of Dean, all in the said county of Gloucester.

And also for making and maintaining a railway, with all proper works, approaches, and conveniences connected therewith, as a further branch or extension of the said intended main line of railway, or as a branch or extension of the said independent line, commencing at or near the said point in the said Forest of Dean called Fox's Bridge (being the point of termination of the said branch or extension hereinbefore set forth, or the point of commencement of the said independent line), in the said townships of East Dean and West Dean, or one of them, in the said county of Gloucester, and terminating at or near another point in the said Forest of Dean called Nofold Green, in the said townships of East and West Dean, or one of them, in the said county of Gloucester, either by an independent terminus or by a junction with the line of the Forest of Dean branch of the Monmouth and Hereford Railway, and passing from, in, through, to, or into the several parishes, townships, extra-parochial, and other places of Awre, Lydney, Etloe otherwise Etloe Duchy, Newland, Blakeney, Nibley, Holy Trinity, Allastone, Dean, East Dean and West Dean, in Her Majesty's Forest of Dean, all in the said county of Gloucester.

And it is intended in and by the said Bill or Bills to apply for powers to enable the company or companies to be thereby incorporated to make and maintain one or more dock or docks, basin or basins, with all necessary wharfs, works, and conveniences connected therewith, on certain pieces or parcels of land or ground, situate and being in or near the said farm or piece of ground called Cliff Farm, in the said parish of Lydney, in the said county of Gloucester, and on that part of the shore of the river Severn called Wellhouse Bay, in the said parish of Lydney, in the said county of Gloucester, and within the jurisdiction of the Lords Commissioners of the Admiralty, and to supply the same with water from the river Severn, and to make and maintain one or more dock or docks, basin or basins, with all necessary wharfs, works, and conveniences connected therewith, either as assistant to the said intended docks, or alternatively in lieu thereof, on certain pieces or parcels of land or ground situate at Purton, in the said parish of Lydney, in the said county of Gloucester, or on the shore of the river Severn, within the jurisdiction of the Lords Commissioners of the Admiralty, and to supply the same with water from the said river Severn; and it is intended to apply for powers to make lateral deviations from the line of the said railways and branches, docks, basins, 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, paths, passages, sewers, waters and water-courses, streams, canals, navigations, aqueducts, rivers, railways and tramroads, within the said parishes, townships, and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purpose of the said railways, branch railways, docks, and wharfs.

And it is intended by the said Bill or Bills to enable Her Majesty's Commissioners of Woods, Forests, Land Revenues, Works, and Buildings, to grant a lease or leases to the company or companies thereby to be incorporated of such parts of the said Forest of Dean as may be required for making and maintaining the said intended railway or railways, or to grant a license or licenses to such company or companies to make and maintain the said intended railway or railways.

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

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said railway and branches, docks and works, together with books of reference thereto, will be deposited with the Clerk of the Peace for the county of Gloucester, at his office in Gloucester, 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 railways, docks, and works, are intended to be made, will be deposited with the parish clerk of each parish at his residence. And that a copy of so much of the said plans and sections as may relate to the lands of Her Majesty in the said townships of East Dean and West Dean in the said Forest of Dean, through which the said works are proposed to be made, together with a book of reference thereto, will be deposited in the Speech House in the said Forest of Dean.

Bridges and Mason, 9, Spring Gardens, Solicitors.

10th November, 1845.

London, Oxford, Cheltenham, Gloucester, and Hereford 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 the railway and branch railways hereinafter mentioned, or some of them, or some part or parts thereof, and commencing and terminating as hereinafter described, or at some point or points between such commencements and terminations; that is to say, a railway commencing by a junction or junctions with the London and Birmingham Railway, in the parish of Harrow otherwise Harrow-on-the-Hill, in the county of Middlesex, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial and other places following, that is to say, Harrow otherwise Harrow-on-the-Hill, Alperton, otherwise Apperton, Perrivale otherwise Perivale, Greenford, Northolt, Ruislip, otherwise Riselip, Ickenham, Hillingdon, Twyford, Hayes otherwise Heese, Harefield, Uxbridge, in the county of Middlesex; Denham, Iver, otherwise Ever, Langley otherwise Langley Marish, Fulmer, Wexham, Stoke, otherwise Stoke Poges, Hedgerley, Hedgerley Dean, Farnham Royal, Burnham, Burnham Town and Wood Liberties, East Burnham Liberty, Dorney, Hitcham, Taplow, Beaconsfield, Wooburn, Hedsor, Penn, Little Marlow, Chepping Wycombe otherwise High Wy-

combe otherwise Chipping Wycombe, Chepping Wycombe Borough otherwise High Wycombe Borough, West Wycombe, Hughendon otherwise Hitchenden otherwise Hitchendon, Bradenham, Radnage, Saunderton, Horsenden, Princes Risborough, Monks Risborough, Long Wick and Bledlow, Bledlow with Bledlow Ridge, in the county of Buckingham; Chinnor, Oakley, Henton otherwise Henton Winell, Emmington otherwise Emington, Sydenham, Aston Rowant, Kingston otherwise Kingston Blount, Chalford, Copcourt, Lewknor, Postcombe, Adwell, Attington, Wheatfield, Stoke otherwise Stoke Talmage, Tetsworth, Easington, South Weston, Earlsford Farm, Cornwell, Stoke Grainge, Latchford Hole, Joiner's Farm, Lobb Farm, Latchford, Warpsgrove, Rofford, Charlgrave, Standhill, Goldar, Clare, Lower Assendon, Upper Assendon, Assendon, Pyrton, Great Haseley, Little Haseley, Ascot, Rycot, Blackgrove, Little Milton, Great Milton, Wheatley, Cuddesdon, Denton, Chippinghurst, Chilworth, Brookhampton, Stadhampton, Chislehampton, Marsh Baldon, Toot Baldon, Baldon otherwise Baldon-in-the-Row; Garsington, Horsepath, Shotover, Saint Mary the Virgin Littlemoor, Saint Mary the Virgin Oxford, Littlemoor, Sandford, Cowley, Cowley with its members (that is to say, Cowley Field, Temple Cowley, Church Cowley, Middle Cowley, Hockmoor-street, and Saint Clement otherwise Bridgeset, some or one of them), Cowley Field, Temple Cowley, Church Cowley, Middle Cowley, Hockmoor-street, Cowley Marsh, Rosehill, Iffley, Saint Bartholomew otherwise Bartlemas, Headington, Saint Clement otherwise Bridgeset, in the county of Oxford, some or one of them, and terminating in or near the parish of Saint Clement otherwise Bridgeset, aforesaid.

And to make and maintain a branch railway, with all necessary and proper works and conveniences connected therewith, commencing by a junction with the said proposed main railway at or near Hillingdon, in the parish of Hillingdon, in the county of Middlesex, and passing thence through the said parish of Hillingdon, the parish of Hayes otherwise Heese, and the precinct of Norwood, in the county of Middlesex and terminating, either by a distinct terminus or by a junction with the Great Western Railway, at or near the Southall station of that company, in the precinct of Nowrood, in the said parish of Hayes, otherwise Heese.

And also to make and maintain another branch railway, with all necessary works and conveniences connected therewith, commencing by a junction with the said proposed main railway in or near the parish of Aston Rowant, in the county of Oxford, and passing thence through the several parishes, townships, hamlets, and extra-parochial and other places of Aston Rowant, Kingston, otherwise Kingston Blount, Copcourt, Lewknor, Postcombe, Tetsworth, Attington, Adwell, Emmington, Sydenham, Thame, Old Thame, Moreton, Thame Park, New Thame, Priestend, North Weston, in the county of Oxford; and Towersey and Long Crendon, in the county of Buckingham, some or one of them, and terminating at or near Priestend, in the parish of Thame aforesaid.

And also to make and maintain another branch railway from and out of the said proposed main railway, with all proper works, stations, and other conveniences connected therewith, commencing in or near the parish of Cowley, Cowley with its members, (that is to say, Cowley Field, Temple Cowley, Church Cowley, Middle Cowley, Hockmoor-street, and Saint Clement, otherwise Bridgeset), in the county of Oxford, some or one of them, by a junction with the said main line of railway, and passing thence through the several parishes, townships, hamlets, extra-parochial and other

places following; that is to say, Cowley, Cowley with its members (that is to say, Cowley Field, Temple Cowley, Church Cowley, Middle Cowley, Hockmoor-street, Saint Clement, otherwise Bridgeset), Cowley Field, Temple Cowley, Church Cowley, Middle Cowley, Hockmoor-street, Cowley Marsh, Rose Hill, Iffley, and Saint Aldate, in the county of Oxford, some or one of them; Aston's Eyott, Saint Aldate, Wootton, Grandpont, North Hincksey, and South Hincksey, in the county of Berks, some or one of them, and terminating either by a distinct terminus or by a junction with the Great Western Railway, in the said parishes of North Hincksey and South Hincksey, or one of them.

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 branch railways, and also to authorize a junction or junctions with any railway or railways at the commencement or termination, or in the line or course of the said railway or branch railways as before described, in the several parishes, townships, and extra-parochial and other 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 alter, divert, or stop up, whether permanently or temporarily, all such turnpike and other roads, subways, aqueducts, canals, navigations, and railways, within the parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to alter, divert, or stop up, for the purposes of such railway or branch railways.

And notice is hereby given, that it is intended to apply for powers to levy tolls, rates, or duties, for the use of the said railway, branch railways, and works, and to grant such exemptions from the payment of tolls, rates, or duties, as the company hereinafter mentioned shall think fit; and also for all necessary powers for the compulsory purchase of the lands and houses required for the purposes aforesaid; and also to vary and extinguish all rights and privileges connected with such lands and houses, or which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and it is also intended by such Bill or Bills to incorporate a company for the purpose of carrying into effect the said intended main railway, and branch railways, and other works; and to enable such company to sell or lease such railway, and branch railways and works, or any part thereof, to any company, whether existing or promoting any undertaking to be submitted to Parliament in the ensuing session, and to enable such last-mentioned company or companies to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill or Bills in connection with such railway, branch railways, and works; and also for power to enable such companies to enter into such arrangements as may be mutually agreed on in reference to the objects aforesaid; and in such Bill or Bills provision is intended to be made to authorize the company to be incorporated to amalgamate with any other company already established, or hereafter to be established, for constructing any extension of the railway, or branch railways, intended to be constructed in pursuance of this notice, and to authorize the amalgamated company to exercise all the powers and authorities to be contained in the said Bill or Bills, and to purchase and take lands by compulsion, and to levy tolls, and exercise all other powers in the same manner, and to the same extent, as the company so to be incorporated; and provision will be made in the said Bill or Bills for carrying out such amalgamation.

And notice is hereby further given, that duplicate plan and sections describing the lines and levels of the said intended railway and branch railways, 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 said counties of Middlesex, Buckingham, Oxford, and Berks, at their respective offices at Clerkenwell-green in the county of Middlesex, at Aylesbury in the county of Buckingham, at Oxford in the county of Oxford, and at Abingdon in the county of Berks; 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 said parishes in or through which the said railway and branch railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November 1845.

*Bridges and Mason, 9, Spring-gardens;
Charsley and Parton, Beaconsfield,
Joint Solicitors.*

Leamington, Warwick, and Cheltenham Junction 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 the railway and branch railway hereinafter mentioned, or some part or parts thereof, and commencing and terminating as hereinafter described, or at some point or points between such commencements and terminations; that is to say, a railway commencing by a junction or junctions with the Birmingham and Gloucester Railway, in the parish of Ashchurch, in the county of Gloucester, or by a distinct terminus in that parish, and passing thence from, through, and into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Ashchurch, Northway, Newton, Aston-on-Carrant otherwise Aston-upon-Carron, Fiddington, Naiton, Pamington or Pemington, Teddington, and Oxenton, in the county of Gloucester; Overbury, Teddington, Conderton, Little Washbourne otherwise Little Washborn, Elmley Castle, Netherton Norton with Lenchwick, All Saints Bengeworth, Saint Lawrence Bengeworth, Charlton and Crophorn, in the county of Worcester; Beckford, Grafton, Didcot Pastures, Ashton-under-Hill, Dumbleton, Bangrove otherwise Bengrove, Didcot otherwise Didcote, Kemeston, Kemerton, Oxenton, Dixon otherwise Dickleton otherwise Dixon, Great Washbourne otherwise Great Washborn, Mornington, Preston-upon-Stour, Alscot, Wetford, Bickmarsh or Beckmarsh, Little Dorsington, Bragington, Edington, in the county of Gloucester; Sedgeberrow, in the county of Worcester; Aston Somerville, Hinton-on-the-Green, in the county of Gloucester; Hampton, Great Hampton, Little Hampton, Saint Peter Bengeworth, borough of Evesham, Badsey, Aldington, Wickhamford, Offenham, North Littleton, Middle Littleton, South Littleton, Hampton otherwise Upper Hampton, and Lower Hampton, Evesham, Norton Lenchwick, Saint Lawrence Evesham, All Saints Evesham, Knowle Hill, Saint Peter Bengeworth, Wickhamford, Aldington Leys, Aldington, Badsey, Offenham, Bretforton, Bretforton Upper End, Bretforton Lower End, South Littleton, Middle Littleton, North Littleton, Littleton, Poden, Church Honeybourne with Poden, Church Honeybourne, in the county of Worcester; Cow Honey-

bourne, Admington, Quinton otherwise Upper Quinton and Lower Quinton, Upper Clapton, Lower Clapton, Mickleton, Bedlam otherwise Bickmarsh or Beckmarsh Lodge, Ullington, Wington, Broad Marston, Pebworth, Bragington, Dorsington otherwise Great Dorsington, Long Marston otherwise Marston Sicca, and Welford, in the county of Gloucester; Millcote, Upper Millcote, Lower Millcote, Weston-upon-Avon, in the county of Warwick; Millcote, Upper Millcote, Lower Millcote, Atherston-upon-Stour, Ailstone otherwise Ayleston, Weston-upon-Avon, in the county of Gloucester; Atherstone-upon-Stour, Ailstone otherwise Ayleston, in the county of Warwick; Clifford, Clifford Chambers, Ryhon Clifford, in the county of Gloucester; Ludington, Dodwell, Shottery, Bridgetown, Ryhon Clifford, Stratford, Stratford-upon-Avon, Old Stratford, Tiddington, Alveston, Hampton Lucy otherwise Hampton-upon-Avon otherwise Bishops Hampton, Wellsbourne or Wellesbourn or Wellsbourn Hastings or Hastans, Wellsbourne or Wellesbourn or Wellsbourn Mountford or Mountfort, Loxley, Charlecote or Charlcott, Thelsford, Hunscoate, Upper Hunscoate, Middle Hunscoate, Lower Hunscoate, Wasperton, Barford, Sherbourne, Fullbrook, Lower Fullbrook, Upper Fullbrook, Hampton Curli or Hampton-on-the-Hill, Grove Park, Budbrook, Longbridge, Morville, Walton, Walton Manditts or Mandents or Mordaunt, Walton Deville or Delville or Deivielle, Hampton Lucy otherwise Hampton-upon-Avon otherwise Bishops Hampton, Pimlico, Bridgetown, Beckmarsh or Bickmarsh, Little Dorsington, Bedlam otherwise Bickmarsh or Beckmarsh Lodge, Leek Wootton, Hill Wootton, Church, Wootton, Guyscliffe, borough of Warwick, Saint Mary Warwick, Saint Nicholas Warwick, Market-place Ward Warwick, the Cape, Saltisford, Saltisford Ward Warwick, Jury-street Ward Warwick, Castle-street Ward Warwick, High-street Ward Warwick, West-street Ward Warwick, Bridge end Ward Warwick, Smith-street Ward Warwick, Saint Johns Warwick, the Priory Warwick, Wedgenock Old Park, Wedgenock Deer Park Warwick, Emscote otherwise Edmonscote, Myton, Leamington Priors, Milverton, and Lillington, in the county of Warwick; to terminate in or near the said parishes of Leamington Priors, Milverton, and Lillington, or one of them, by a junction with the Warwick and Leamington Union Railway, or by an independent terminus. And it is intended to apply for power to make and maintain the following branch railway from and out of the said main trunk line of railway; that is to say, a branch railway, to commence in or near the parish of Ashton-under-Hill, in the county of Gloucester, by a junction with the said first-mentioned line of railway passing through the said parish of Ashton-under-Hill, and the parishes, townships, extra-parochial and other places following, or some of them; that is to say, Ashton-under-Hill, Alston otherwise Alstone, Grafton Didcot otherwise Dedcot, Bangrove otherwise Bengrave, Beckford, Great Washborn otherwise Great Washbourne, Dumbleton, Stanley, Corndeane, Greet otherwise Grest Naunton otherwise Naunton-with-Frampton, Franton otherwise Frampton, Gretton otherwise Greeton, Stanley Pontlarge otherwise Stanley Pontlarch, Langley, Cockbury, Postlip, Coates otherwise Couates, Sudeley Tenements, Winchcomb, Oxinton otherwise Oxenton, Prescott, Dickleton otherwise Dixon otherwise Dixon, Alderton, Wolston otherwise Woolstone, Gotherington, Woodmancote, Stoke Orchard, Southam Brockhampton Brockhampton and Southam, Bishops Cleeve, Noverton otherwise Overton, Prestbury, Swindon, Westall, Naunton, and Sandford, Alstone, Arle, Cheltenham, in the county of Gloucester, some or one of them; Sedgeberrow, Washbourne, Little Washborn, otherwise Little Washbourne, Conderton, Teddington,

Alston otherwise Alstone, Overbury, in the county of Worcester, some or one of them; and terminating in or near the parish of Cheltenham aforesaid, by an independent terminus, or by a junction with the Birmingham and Gloucester Railway, in the said parish of Cheltenham.

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 branch railway, and also to authorize a junction with any railway or railways at the commencement or termination, or in the line or course of the said railway or 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 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 permanently or temporarily, 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 alter, divert, or stop up for the purposes of such railway or branch 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 branch railway or carrying thereon, 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 the 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 also intended by such Bill or Bills to incorporate a company for the purpose of carrying into effect the said intended railway and branch railway and other works, and to enable such company to sell or lease such railway and branch railway, or any part thereof, to any existing company, and to enable such last-mentioned company to purchase or rent the same, and to exercise all powers and authorities to be conferred by the said Bill in connection with such railway; and also for power to enable such company to enter into such arrangements as may be mutually agreed on, in reference to the objects aforesaid. And in such Bill or Bills provision is intended to be made to authorize the company to be incorporated to amalgamate into any company or companies already formed, or hereafter to be established, for constructing any railway competing or connecting itself with the railway to be constructed in pursuance of this notice, either as a continuation or extension through or in connection with or in extension of any of the branches thereof, and to authorize the amalgamated company or companies to exercise all the powers and authorities to be contained in the said Bill or Bills, and to purchase and take lands by compulsion, and to levy tolls in the same manner and to the same extent as the company so to be incorporated; and provision will be made in the said Bill or Bills for carrying out such amalgamations all or any of them.

And notice is hereby given, that duplicate plans and sections describing the line and levels of the said intended railway and 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 several Clerks of the Peace for the several counties following; namely,

for the county of Gloucester at Gloucester, for the county of Worcester at Worcester, for the county of Warwick at Stratford-upon-Avon.

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 said parishes in or through which the said railway and branch railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November 1845.

Bridges and Mason, 9, Spring Gardens, London; *John Chinery*, Leamington, Joint Solicitors.

Chelmsford, Maldon, and Blackwater 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 to alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the powers and provisions of the said Acts, and to grant other, further, and more effectual powers in the stead thereof, namely: an Act passed in the sixth year of the reign of King George the Third, intituled, "An Act for making the River Chelmer navigable from the port of Maldon to the town of Chelmsford, in the county of Essex;" and another Act relating to the said navigation, passed in the thirty-third year of the same reign, intituled, "An Act for making and maintaining a navigable communication between the town of Chelmsford, or some part of the parish of Springfield, in the county of Essex, and a place called Collier's Reach, in or near the River Blackwater, in the said county;" and in the said Bill or Bills it is intended to enable the company of proprietors of the Chelmer and Blackwater Navigation to make and maintain a main trunk-railway, with all proper works, stations, and other conveniences connected therewith as hereinafter described; or otherwise to incorporate a company for the purpose of carrying the said proposed undertaking into effect, either alone or in conjunction with the said company of proprietors of the Chelmer and Blackwater Navigation, that is to say: a railway commencing in the parishes of Chelmsford and Springfield, in the county of Essex, or one of them, by a junction with the Eastern Counties Railway, at or near the station of that company in the parish of Chelmsford, in the county of Essex, or by an independent terminus in the said parishes of Chelmsford and Springfield aforesaid, or one of them, and passing thence through the several parishes, townships, hamlets, and extra-parochial or other places following or some of them, that is to say: Chelmsford, Moulsham, Springfield otherwise Springfield Richards, Great Baddow otherwise Baddow Magna, Boreham, Sandon, Little Baddow otherwise Baddow Parva, Middlemead, Danbury otherwise Danebury, Woodham Water otherwise Woodham Walter, Hatfield Peverel otherwise Hatfield Peverell otherwise Hatfield Peveral, Ulting otherwise Ulting, Langford otherwise Longford, and Heybridge otherwise Highbridge, or some of them, all in the county of Essex and the parishes of Saint Peter, Saint Mary, and All Saints, or some or one of them in the borough of Maldon, in the county of Essex, and to terminate at Collier's Reach, at or near the river Blackwater, in the parish of Heybridge otherwise Highbridge aforesaid. And it is also intended to apply for power to make and maintain the following branch, or side-railways, or tramroads from and out of the said main-trunk line of railway, together with all proper works, stations, and other conveniences connected with such branch or side railways or tramroads respectively, that is to say: a branch or side railway or tramroad to commence in the parish of Springfield aforesaid by a junction with and to form a continuation of the said

first-mentioned line of railway, passing through the said parish of Springfield, and to terminate at or near the present basin in the said parish of Springfield belonging to the said company of proprietors of the Chelmer and Blackwater Navigation, and the wharfs connected therewith. Also one other branch or side railway or tramroad to commence in the parish of Heybridge otherwise Highbridge aforesaid, by a junction with, and to form a continuation of, the said main line of railway, passing through the said parish of Heybridge otherwise Highbridge, and to terminate at or near Fullbridge, in the said parish of Saint Peter, in the borough of Maldon aforesaid. And one other branch or side railway or tramroad to commence in the said parish of Saint Peter, in the borough of Maldon aforesaid, by a junction with the said last-mentioned branch or side railway or tramroad, and passing through the said parish of Saint Peter, and to terminate at or near the present wharfs and coal-yards at or near Fullbridge, in the parish of Saint Peter aforesaid.

And in the said Bill or Bills powers will be applied for to deviate from the line or lines laid down in the plans hereinafter mentioned to the extent thereon defined, and to vary or alter all such turnpike-roads, parish roads, and other roads, highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial and other places aforesaid as it may be necessary to vary or alter for the purpose of such railway and branch railways or side railways or tramroads, or any of them, or the works, stations, and conveniences connected therewith respectively; and also to authorize a junction or junctions with any railway or railways at the commencement or termination, or in the line or course of such railway and branch or side railways or tramroads respectively, and especially to alter, divert, or stop up the said Chelmer and Blackwater navigation and the wharfs, lay-bys, and basins connected therewith, and to apply the same, or any portion thereof, or the works, banks, basins, docks, and buildings connected therewith to the purpose of such railway and branch or side railways or tramroads respectively.

And notice is hereby also given, that the said application to Parliament in the ensuing session may be confined to a part only instead of the whole of the said undertaking. And it is further intended, if a company should be incorporated by such Bill or Bills for the execution of the said railway and works, to enable such company to purchase the said Chelmer and Blackwater Navigation, and all their wharfs, basins, stations, docks, depôts, and other property and works, and take all the powers, rights, and privileges of the said company of proprietors of the Chelmer and Blackwater Navigation in relation thereto, and to exercise the same; and also to authorize the said company of proprietors of the Chelmer and Blackwater Navigation to sell the same to such company so to be incorporated, or to authorize the union and consolidation into one company of the company so to be incorporated, and of the said company of proprietors of the Chelmer and Blackwater Navigation, and to vest in such united company, or in such incorporated railway company, all the capital, stock, property, estate, and effects, powers, privileges, and authorities which may at the time of the passing of the said Bill or Bills, or at any other time, belong to or be vested in the said company of proprietors of the Chelmer and Blackwater Navigation, and to enable such united company, or such incorporated railway company, to hold, exercise, and enjoy all such rights, powers, privileges, and authorities as aforesaid which may be vested as hereinbefore mentioned in the said company of proprietors of the Chelmer and Blackwater Navigation, and after such union and consolidation or such incorporation of the

said railway company to dissolve the said company of proprietors of the Chelmer and Blackwater Navigation.

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 or side railways or tramroads, or carrying thereon; and also to alter the tolls, rates, and duties authorized to be taken by the said Acts, or one of them; and also for the powers usually conferred for the compulsory purchase of lands, houses, buildings, hereditaments, and other property to be described on the said plans; and also for power to vary or extinguish all rights, exemptions, or privileges in any manner connected with the said navigation, or with the lands, houses, buildings, hereditaments, and other property proposed to be taken for the purpose of such railway and branch or side railways or tramroads, or any or either of them, 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 or side railways and tramroads, and the lands, houses, buildings, and hereditaments 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, houses, buildings, and hereditaments 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; 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, townships, hamlets, and extra-parochial and other places hereinbefore mentioned from, in, through, or into which the said railway and branch or side railways or tramroads will pass or be situate will be deposited with the parish clerk of each such parish.

Dated this sixth day of November 1845.

Bridges and Mason, 9, Spring Gardens; *Robert Bartlett*, Chelmsford; Joint 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 alter, amend, and enlarge the powers and provisions of the following Acts, or to repeal the powers and provisions of the said Acts, and to grant other further and more effectual powers in the stead thereof, namely an Act passed in the forty-first year of the reign of King George the Third, intituled "An Act for making and maintaining a navigable canal from the River Thames, at or near a place called Wilkinson's Gun Wharf, in the parish of Saint Mary at Rotherhithe, in the county of Surrey to the town of Mitcham, in the parish of Mitcham in the said county. And also divers collateral cuts or branches communicating from the same to certain parishes and places within the counties of Surrey and Kent." Also an Act passed in the forty-seventh year of the reign of King George the Third, intituled "An Act to enable the company of proprietors of the Grand Surrey Canal to complete the same." Also an Act passed in the forty-eighth year of the reign of King George the Third, intituled "An Act to enable the company of proprietors of the Grand Surrey Canal to supply with water the several towns, districts, and places therein mentioned, and to amend the several Acts relating to the said canal." Also another Act passed in the fifty-first year of the reign of King George the Third, intituled "An Act to enable the company of proprietors of the Grand Surrey Canal to make a collateral cut communicating there-with in the parish of Saint Mary Rotherhithe, in the

county of Surrey, and to enable the said company to complete the said canal, and for amending the several Acts relating thereto." And in the said Bill or Bills it is intended to enable the company of proprietors of the Grand Surrey Canal to make and maintain a main-trunk railway with all proper works, stations, and other conveniences connected therewith as herein-after described, or otherwise to incorporate a company for the purpose of carrying the said proposed undertaking into effect either alone or in conjunction with the said company of proprietors of the Grand Surrey Canal; that is to say, a railway commencing in the parish of Battersea in the county of Surrey, by a junction with the South Western Railway, at or near the terminus or station of that company at Nine Elms, in the parish of Battersea aforesaid, or by an independent terminus in the said parish of Battersea, or in the parish of Clapham near to the said Nine Elms Station of the said South Western Railway Company, passing thence through the several parishes, townships, hamlets, extra-parochial, or other places following or some of them; that is to say, Battersea, Clapham, Saint Mary Clapham, Lambeth, Saint Mary Lambeth, Saint George the Martyr Newington, Saint Mark Kennington, Saint Mary Newington, Walworth, Saint Giles Camberwell, Saint George Camberwell, Christ Church Camberwell, Saint Nicholas Deptford, Saint Paul Deptford, Saint Mary Magdalen Bermondsey, and Saint Mary at Rotherhithe, in the county of Surrey, Saint Nicholas Deptford, and Saint Paul Deptford, in the county of Kent, and terminating at or near the Thames Tunnel in the parish of Saint Mary at Rotherhithe aforesaid. And it is also intended to apply for powers to make and maintain the following branch railways or side railways from and out of the said main trunk line of railway, together with all proper works, stations, and other conveniences connected with such branch railways or side railways respectively; that is to say, a branch or side railway to commence at or near a foot-bridge in the North Fields, on or near the Grand Surrey Canal, in the parish of Saint Giles Camberwell aforesaid, and proceeding thence through the said parish of Saint Giles Camberwell and Peckham to a point at or near Shard's Terrace, High-street, in the parish of Saint Giles Camberwell aforesaid. Also another branch railway commencing near the point at which White Post-lane crosses the Grand Surrey Canal in the parish of Saint Giles Camberwell, the parish of Saint Paul Deptford, and the parish of Saint Nicholas Deptford aforesaid, all, one, or more of them, and proceeding thence through the said parishes of Saint Paul Deptford and Saint Nicholas Deptford, or one of them, to the outer dock of the Grand Surrey Canal, in the parish of Saint Mary at Rotherhithe aforesaid. Also another branch railway, commencing at or near a point where the South Eastern Railway crosses the Grand Surrey Canal, and proceeding thence through the said parishes of Saint Paul Deptford and Saint Nicholas Deptford, or one of them, to form a junction with the London and Greenwich Railway in the said parishes of Saint Paul Deptford and Saint Nicholas Deptford or one of them. Also another branch railway commencing from or near the point of junction with the London and Greenwich Railway of the last-mentioned branch, and passing from thence through the said parishes of Saint Paul Deptford and Saint Nicholas Deptford or one of them, to form a junction with the said main or trunk line at or near Manor House, in the said parishes of Saint Paul Deptford and Saint Nicholas Deptford or one of them. Also another branch railway from the said secondly described branch railway, commencing at or near Hope Mill, in the said parishes of Saint Paul Deptford and Saint Nicholas Deptford or one of them, and proceed-

ing thence through the said last-named parishes or one of them, and to terminate at or near the Queen's Dock Yard and Victualling Office in the said parishes of Saint Paul Deptford and Saint Nicholas Deptford or one of them. Also another branch railway commencing from the said main or trunk line at or near Deptford Lower-road, in the parish of Saint Mary at Rotherhithe aforesaid, and proceeding thence through the said last-mentioned parish to a junction with the said secondly described branch railway at or near the Iron Bridge of the Grand Surrey Inner Dock, in the said parish of Saint Mary at Rotherhithe. Also another branch railway commencing at or near the Inner Dock of the said Grand Surrey Canal, in the said parish of Saint Mary at Rotherhithe, and proceeding thence through the said last-named parish to a junction with the said main or trunk line at or near the terminus thereof, at or near the Thames Tunnel in the said parish of Saint Mary at Rotherhithe. 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 roads, highways, streams, canals, aqueducts, navigable rivers, navigations, and railways within the parishes, townships, and extra-parochial and other places aforesaid as it may be necessary to vary or alter for the purpose of such railway and branch railways or side railways or any of them, or the works, stations, and conveniences connected therewith respectively, and also to authorize a junction or junctions with any railway or railways at the commencement or termination, or in the line or course of such railway and branch or side railways respectively, and especially to alter, divert, or stop up the said Grand Surrey Canal and the wharfs, laybys, and basins connected therewith, and to apply the same or any portion thereof, or the works, banks, basins, docks, and buildings connected therewith, to the purpose of such railway and branch or side railways respectively. And notice is hereby also given, that the said application to Parliament in the ensuing session may be confined to a part only instead of the whole of the said undertaking. And it is further intended, if a company should be incorporated by such Bill or Bills for the execution of the said railway and works to enable such company to purchase the said Grand Surrey Canal and all their wharfs, basins, stations, docks, depôts, and other property and works, and take all the powers, rights, and privileges of the said company of proprietors of the said Grand Surrey Canal in relation thereto, and to exercise the same, and also to authorize the said company of proprietors of the Grand Surrey Canal to sell the same to such company so to be incorporated, or to authorize the union and consolidation into one company of the company so to be incorporated, and of the said company of proprietors of the Grand Surrey Canal, and to vest in such united company all the capital, stock, property, estate and effects, powers, privileges, and authorities which may at the time of the passing of the said Bill or Bills, or at any other time, belong to or be vested in the said company of proprietors of the Grand Surrey Canal, and to enable such united company to hold, exercise, and enjoy all such rights, powers, privileges, and authorities as aforesaid which may be vested as hereinbefore mentioned in the said company of proprietors of the Grand Surrey Canal, and after such union and consolidation to dissolve the said company of proprietors of the Grand Surrey Canal.

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 or side railways, and also to repeal or alter the tolls, rates, and duties authorized to be taken by the said Acts or any

of them, and also for the powers usually conferred for the compulsory purchase of lands, houses, buildings, hereditaments, and other property to be described on the said plans, and also for power to vary or extinguish all rights, exemptions, or privileges in any manner connected with the said Grand Surrey Canal, or with the lands, houses, buildings, hereditaments, and other property proposed to be taken for the purpose of such railway and branch or side railways, or any or either of them, and to confer other rights and privileges, and also for powers to take down and rebuild, reconstruct, or enlarge all bridges or viaducts, drains or sewers, now subsisting on or over the said canal or canals, lands, and premises through, over, or near which the said intended railway, or branch railways, or any of them, will pass, and also for powers to pass through, stop up, or tunnel under all public or private roads passing over or under the said canal or canals, or interfering with the construction of the said railway, or branch railways, or any of them.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railway and branch or side railways, and the lands, houses, buildings, and hereditaments 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, houses, buildings, and hereditaments 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 Surrey, at his office at Lambeth in the said county, and also with the Clerk of the Peace for the county of Kent at his office at Maidstone in the said county, and that on or before the 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, townships, hamlets, and extra-parochial and other places hereinbefore mentioned, from, in, through, or into which the said railway and branch or side railways will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November 1845.

Bridges and Mason, 9, Spring-gardens, 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 and branch railways, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches and conveniences connected therewith, the main line of such railway to commence in the parish of Didcot, in the county of Berks, at or near the Didcot Station of the Great Western Railway Company, and to terminate in the borough of Andover, in the county of Southampton, together with a branch or connecting railway in the borough of Andover, to connect the said main line with the proposed line of the London, Salisbury, and Yeovil Railway, within the said borough, and also another branch or connecting railway in the parish of Newbury, to connect the said main line with the line of the Berks and Hants Railway in Newbury aforesaid, which said railways and works will pass from, in, through, or into the several parishes, townships, and extra-parochial places following, or some of them (that is to say) Didcot, otherwise Dudcote, East Hagbourn Coskett otherwise Coscott, West Hagbourn, Harwell otherwise Bishop's Harwell, Blewberry, Aston, Upton, Upton Chapelry, Chilton, East Ilsley otherwise Market Ilsley, Compton, East Compton,

West Compton, Hampstead Norris, Bethamstead, Langley Ealing, Little Hungerford, Hermitage Chieveley, Oare, Courage, Priors Court, Snelsmore, Thatcham, Cold Ash, Greenham, Midgham, Thatcham Borough, Thatcham Parsonage, Awberry Street, Henwick, Colthrop, Crookham, Shaw-cum-Donnington, Shaw, Donnington, Speen, Church Speen, Wood Speen, Wood Speen and Bagnor, Bagnor, Wood Speen East, Speenhamland, Greenham Chapelry, Newbury, Enborne, East Enborne, West Enborne, all in the county of Berks; East Woodhay otherwise Wydhey, Ashmansworth, Crux, Easton, Woodcutt, Woodcott otherwise Woodcote, Faccombe, Bourne, St. Mary Bourne, Stoke, Binley, Egbury otherwise Eggbury, Swampton, Week otherwise Weeke, Chapmansford, Hurstbourne Tarrant otherwise Up Hurstbourne, Ibtthrop otherwise Ibtthrop, Hurstbourne Priors otherwise Down Hurstbourne, Enham otherwise Knight's Enham, Eastanton otherwise Eastantown otherwise East Anton, Enham otherwise Knight's Enham, Foxcotte otherwise Foxcott otherwise Foxcote, Finckley, Little London, Woodhouse Smannell otherwise Swanhill, King's Enham otherwise Enham Regis, Hatherden, Charlton, Priory, Winchester Street, Alderman the Great, Andover otherwise Andevor, all in the county of Southampton.

Also a branch railway to commence from the main line of railway at or near the village of East Compton, in the parish of Compton, in the county of Berks, and to pass and be made in, through, and into the following parishes, townships, and extra-parochial and other places, or some of them, (that is to say) Compton, East Compton, West Compton, and East Ilsley otherwise Market Ilsley, in the county of Berks, and to terminate at or near a certain pond or public watering-place in the town or village of East Ilsley otherwise Market Ilsley, in the county of Berks; and it is intended to apply for powers in the said Bill or Bills 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, rivers, sewers, canals, navigations, railways, or tram-roads, within the said parishes, townships, and extra-parochial or other places, or some of them, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railway, branch railways, and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the county of Berks, at his office at Abingdon, in the said county of Berks, also with the Clerk of the Peace for the county of Southampton, at his office at Winchester, in the said county of Southampton, on or before the thirtieth day of November, 1845, 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 railway, branch railways, and works, are intended to be made, and to pass 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 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.

And it is proposed 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 a projected company for making a railway from Andover to Southampton, or any other railway company, now or hereafter to be incorporated, or other persons with whose line the said intended railways and works may unite, and to carry into effect and confirm any agreements or arrangements made, or hereafter to be made, with such company, 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 company, or such other companies or persons as aforesaid, the execution of all or any of the powers of the said intended Bill or Bills; and to authorise the said company, or other 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 authorise the union and amalgamation of the company or companies hereby proposed to be incorporated, or the subscribers to the said undertaking, with the said company, for making a railway from Andover to Southampton, or any such other company as aforesaid, upon such terms and conditions as may be mutually agreed upon, and to authorise 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.

Bolton, Merriman, and Dunning,
25, Austin Friars, London.

Mackay and Girdlestone, Southampton; *Harry Footner,* Andover.

St. Ives, Wisbech, Spalding.

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, bridges, wharfs, quays, warehouses, communications, approaches, and other conveniences connected therewith, to commence at or near Saint Ives, in the parish of Saint Ives, in the county of Huntingdon, by a junction in the said parish with the line of the Ely and Huntingdon Railway, as authorised by Parliament to be made, or by an independent terminus in the said parish, and to terminate at or near the Boston turnpike-road, in Spalding, in the parish of Spalding, in the parts of Holland, in the county of Lincoln; and also a branch railway, to commence at and diverge from and out of the said last-mentioned railway, in the parish of Saint Ives aforesaid, and to terminate at or near the

parish of Fendrayton otherwise Fenny-Drayton, in the said county of Cambridge, with a junction there with the intended line of the Cambridge and Huntingdon line of the Eastern Counties Railway, authorised by Parliament to be made. And also another branch railway, to commence and diverge from and out of the said main line of the said railway at or near the borough of Wisbech, in the parish of Wisbech, Saint Peter, in the county of Cambridge, by a junction with the first-mentioned line of railway, in the said parish of Wisbech, Saint Peter, and to terminate at or near a certain mill, called Bell's Mill, in the borough of Wisbech, in the parish of Wisbech, Saint Peter aforesaid. And also another branch railway, to commence at and diverge from and out of the said last-mentioned intended railway at Spalding, in the parish of Spalding aforesaid, and to terminate at or near the Bourn turnpike-road, in Spalding, in the said parish of Spalding. And also one other branch railway, to commence at and diverge from and out of the main line of the said intended railway in the parish of Spalding aforesaid, and to terminate at or near Long Sutton, in the parish of Sutton Saint Mary, in the said county of Lincoln, or at some intermediate point which said line of railway and branches 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), Hemingford Grey, Hemingford Abbots, Fenstanton, Saint Ives, Holywell, Needingworth, Holywell-cum-Needingworth, Old Hurst, Wood Hurst, Bluntisham, Earith, Bluntisham-cum-Earith, Colne, Pidley, Pidley-cum-Fenton, Fenton, Somersham, Ramsey, Bury, and Warboys, in the county of Huntingdon; Fenstanton, Fendrayton otherwise Fenny-drayton, Swavesey, Over, Sutton, Mepal, Chatteris, Manea, March, Wimblington, the hamlet of Doddington, the parish of Doddington, Benwick, Copalder, Stonea, Whittlesey Saint Mary, Whittlesey Saint Andrew, Eastrea, Elm, Emneth, Guyhirue, Coldham, Wisbech Saint Peter, the borough of Wisbech, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonards, Newton, hamlet of Leverington, Parson Drove, Tyd Saint Giles, Waldersea, Turf Fen, Town End, Upwell End Norwood, in the Isle of Ely and county of Cambridge, or both or one of them; Tyd Saint Mary, Sutton Saint Edmunds, Sutton Saint Mary, Sutton Saint James, Gedney Hill otherwise Gedney Fen, Gedney, Fleet, Lutton, Holbeach, Whaplode, Whaplode Drove otherwise Whoplode Fen, Moulton, Moulton Chapel, Weston, parish of Cowbit, parish of Spalding, Fulney, hamlet of Sutton Saint Nicholas otherwise Sutton, in the parts of Holland, in the county of Lincoln; Walsoken, West Walton, and Emneth, in the county of Norfolk.

And in the said Bill or Bills powers will be applied for to make lateral deviations in the construction of the said railways, branches, and works, from the line or lines thereof, as laid down on the plans to be deposited, as hereinafter mentioned, to the extent or within the limits to be shown or defined on the said plans, and to cross, stop up, alter, and divert, whether temporarily or permanently, all such streets, turnpike-roads, parish roads, and other highways, railways, or tramroads, aqueducts, navigable rivers, canals, navigations, and rivers, brooks, streams, and watercourses, within the parishes, townships, townlands, or extra-parochial and other places aforesaid, or some or one of them as may be required to be crossed, stopped up, diverted, varied, or altered, for the purposes of the said railways and branches, or any of them, or the works, stations, and conveniences connected therewith respectively. And also to authorise junctions with any railway or railways at the commencement or termination, or in the line or course of such

railways and branches respectively. And also for powers to sell or let for any term or terms of years whatever, and transfer the said railways, branches, and works, or any part or parts thereof, or the tolls thereof, and all or any of the powers to be granted by the said Bill or Bills in relation thereto, to the Eastern Counties Railway Company, or to any other railway company or companies, or persons, with whose line any of the lines of the said intended railways, branches, and works, may unite. And also to enable the said Eastern Counties Railway Company, or such other companies or persons, to purchase or rent the said railways and branches, or any part or parts thereof, for any term or terms of years, and to use, exercise, and enjoy, all or any of the powers which may be so transferred to them as aforesaid. And also powers to enable the company or companies to be incorporated by the said Bill or Bills to enter into such mutual arrangements and agreements with the said Eastern Counties Railway Company, or any such other companies or persons as aforesaid, as may be necessary or expedient for carrying out the objects of the said railways, branches, and works. And also to carry into effect and confirm any agreements or arrangements already or hereafter to be made with the Eastern Counties Railway Company, or any such other companies or persons aforesaid, in any manner relating to or affecting the interests of the said intended railways, branches, and works. Also to authorise the said Eastern Counties Railway Company, or such other companies or persons as aforesaid, out of their corporate or other funds, or otherwise, and either jointly or severally, to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended lines of railway, branches, and works, or any one or more of them, or any parts thereof, or to purchase, rent, or construct, the said intended railways, branches, and works, or any part of the same, and to take tolls and duties upon and in respect thereof, and to raise money for all or any of the purposes aforesaid. And it is also intended by the said Bill or Bills to authorise the union and amalgamation of any company constituted by any one of the Bills which may be introduced into Parliament for making any one or more of the lines of railway and branches hereby contemplated, or any parts thereof, with any other company or companies which may be constituted by any other Bill or Bills for making any other of the said intended lines, or with the said Eastern Counties Railway Company, or with any other such companies or persons as aforesaid, with whose lines any of the said intended lines may unite upon such terms and conditions as may be mutually agreed upon, and to authorise the company to be formed by such union or amalgamation to construct or use and work the several railways, branches, and works, included in such union or amalgamation, and to take tolls in respect thereof. And it is intended for the purposes and objects aforesaid to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the following Acts, or some or one of them; (that is to say), of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for making a Railway from London to Norwich and Yarmouth, by Romford, Chelmsford, Colchester, and Ipswich, to be called the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the first and second years of the reign of Her present Majesty, Queen Victoria, intituled, "An Act to amend and enlarge the powers and provisions of the Act relating to the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the fourth year of the

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

to alter and amend the Acts relating to the said railway."

And notice is hereby 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 railways and branches, and the situation of the lands proposed to be taken for the purposes of the same, together with the 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 at the respective offices of the several clerks of the peace for the several counties, isles, and parts hereinafter mentioned (that is to say), with the Clerk of the Peace for the county of Huntingdon, at his office in Saint Ives, in the said county of Huntingdon; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge, in the county of Cambridge; with the Clerk of the Peace for the isle of Ely, in the county of Cambridge, at his office at Wisbech, in the said Isle of Ely and county of Cambridge; 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; with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, in the said county of Norfolk; 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 railways, branches, or works, or any part of them, are intended to be made or maintained, will be deposited for public inspection with the parish clerk of each of such several parishes, at the respective places of abode of such parish clerks.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and 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 such proposed railway, and branch railways, and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payment of tolls, rates, and duties, and other rights and privileges; and particularly to vary or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled, "An Act for better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of his said late Majesty, intituled, "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of his present Majesty, intituled, 'An Act for the better paving, cleansing, and lighting the town of Cambridge, and for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;'" whereby any tolls, rates, or duties, could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandise passing or conveyed upon the said intended railways or branches, or any part thereof, or upon any railway authorised to be made by the hereinbefore recited Acts, or any of them.

Dated this seventh day of November 1845.

Crowder and Maynard, Solicitors, 57, Coleman-street, London; *George Game Day*, Solicitor, Saint Ives, Huntingdonshire.

[St. Ives, Wisbech.

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, bridges, wharfs, quays, warehouses, communications, approaches, and other conveniences connected therewith, to commence at or near Saint Ives, in the parish of Saint Ives, in the county of Huntingdon, by a junction in the said parish, with the line of the Ely and Huntingdon Railway, as authorised by Parliament to be made, or by an independent terminus in the said parish, and to terminate at or near a certain mill called Bell's Mill, in the borough of Wisbech, in the parish of Wisbech Saint Peter, in the Isle of Ely and county of Cambridge; and also a branch railway, to commence at and diverge from and out of the said last-mentioned railway, in the parish of Saint Ives aforesaid, and to terminate at or near the parish of Fendrayton otherwise Fenny-Drayton, in the said county of Cambridge, with a junction there with the intended line of the Cambridge and Huntingdon line of the Eastern Counties Railway, authorised by Parliament to be made, which said line of railway and branch 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), Hemingford Grey, Hemingford Abbots, Fenstanton, Saint Ives, Holywell, Needingworth, Holywell cum Needingworth, Old Hurst, Wood Hurst, Bluntisham, Earith, Bluntisham-cum-Earith, Colne, Pidley, Pidley-cum-Fenton, Fenton, Somersham, Ramsey, Bury, and Warboys, in the county of Huntingdon; Fenstanton, Fendrayton otherwise Fenny-draxton, Swavesey, Over, Sutton, Mepal, Chatteris, Manea, March, Wimbington, the hamlet of Doddington, the parish of Doddington, Benwick, Copalder, Stonea, Whittlesey Saint Mary, Whittlesey Saint Andrew, Eastrea, Elm, Emneth, Guyhirne Coldham, Wisbech Saint Peter, the borough of Wisbech, Wisbech Saint Mary, Leverington otherwise Leverington Saint Leonards, Newton, hamlet of Leverington, Parson Drove, Tyd Saint Giles, Walderssea, Turf Fen, Town End, Upwell End Norwood, in the Isle of Ely and county of Cambridge, or both or one of them; Walsoken, West Walton, and Emneth, in the county of Norfolk.

And in the said Bill or Bills powers will be applied for to make lateral deviations in the construction of the said railway, branch, and works, from the line or lines thereof, as laid down on the plans to be deposited, as hereinafter mentioned, to the extent of within the limits to be shown or defined on the said plans, and to cross, stop up, alter and divert, whether temporarily or permanently, all such streets, turnpike roads, parish roads, and other highways, railways, or tramroads, aqueducts, navigable rivers, canals, navigations, and rivers, brooks, streams, and watercourses, within the parishes, townships, townlands, or extra-parochial and other places aforesaid, or some or one of them as may be required to be crossed, stopped up, diverted, varied, or altered, for the purposes of the said railways and branches, or any of them, or the works, stations, and conveniences connected therewith respectively. And also to authorise junctions with any railway or railways at the commencement or termination, or in the line or course of such railway and branch respectively. And also for powers to sell or let for any term or terms of years whatever, and transfer the said railway, branch, and works, or any part or parts thereof, or the tolls thereof, and all or any of the powers to be granted by the said Bill or Bills in relation thereto, to the

Eastern Counties Railway Company, or to any other railway company or companies, or persons, with whose line any of the lines of the said intended railway, branch, and works may unite. And also to enable the said Eastern Counties Railway Company, or such other companies or persons, to purchase or rent the said railway and branch, or any part or parts thereof, for any term or terms of years, and to use, exercise, and enjoy all or any of the powers which may be so transferred to them as aforesaid. And also powers to enable the company or companies to be incorporated by the said Bill or Bills to enter into such mutual arrangements and agreements with the said Eastern Counties Railway Company, or any such other companies or persons as aforesaid, as may be necessary or expedient for carrying out the objects of the said railway, branch, and works. And also to carry into effect and confirm any agreements or arrangements already or hereafter to be made with the Eastern Counties Railway Company, or any such other companies or persons aforesaid, in any manner relating to or affecting the interests of the said intended railway, branch, and works. Also to authorise the said Eastern Counties Railway Company, or such other companies or persons as aforesaid, out of their corporate or other funds, or otherwise, and either jointly or severally to take shares in and subscribe for or towards the making, maintaining, working, and using the said intended line of railway, branch, and works, or any parts thereof, or to purchase, rent, or construct the said intended railway, branch, and works, or any part of the same, and to take tolls and duties upon and in respect thereof, and to raise money for all or any of the purposes aforesaid. And it is also intended by the said Bill or Bills to authorise the union and amalgamation of any company constituted by any one of the Bills which may be introduced into Parliament for making any railway and branch hereby contemplated, or any parts thereof, with any other company or companies which may be constituted by any other Bill or Bills for making any other of the said intended lines, or with the said Eastern Counties Railway Company, or with any other such companies or persons as aforesaid, with whose lines any of the said intended lines may unite upon such terms and conditions as may be mutually agreed upon, and to authorise the company to be formed by such union or amalgamation to construct or use and work the several railways, branches, and works included in such union or amalgamation, and to take tolls in respect thereof. And it is intended for the purposes and objects aforesaid to apply for powers to alter, amend, extend, and enlarge the powers and provisions of the following Acts, or some or one of them; (that is to say), of an Act passed in the session of Parliament held in the sixth and seventh years of the reign of His late Majesty King William the Fourth, intituled "An Act for making a Railway from London to Norwich and Yarmouth, by Romford, Chelmsford, Colchester, and Ipswich, to be called the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the first and second years of the reign of Her present Majesty, Queen Victoria, intituled "An Act to amend and enlarge the powers and provisions of the Act relating to the Eastern Counties Railway;" and also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to amend and enlarge some of the provisions of the Acts relating to the Eastern Counties Railway, and to authorise the company to raise a further sum of money for the purposes of the said undertaking;" also of an Act passed in the session of Parliament held in the seventh

and eighth years of the reign of Her said Majesty, intituled "An Act to authorise the letting on lease to the Eastern Counties Railway Company of the railways and works of the Northern and Eastern Railway Company, and to give effect to certain arrangements entered into by the said companies, and to amend and enlarge some of the provisions of the Acts relating to the first-named company;" and also of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of Her said Majesty, intituled "An Act to enable the Eastern Counties Railway Company to make a railway from the Northern and Eastern Railway at Newport by Cambridge to Ely, and from thence eastward to Brandon, and westward to Peterborough;" and also of an Act passed in the session of Parliament held in the eighth and ninth years of the reign of Her said Majesty, intituled "An Act for enabling the Eastern Counties Railway Company to make a railway from Cambridge to Huntingdon;" and also of another Act passed in the same session of Parliament, intituled "An Act to enable the Eastern Counties Railway Company to make a deviation from the line of their authorised railway between Ely and Peterborough;" and also of 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 a railway to form a communication between London and Cambridge, with a view to its being extended hereafter to the Northern and Eastern Counties of England;" and also of two Acts severally passed in the session of Parliament held in the second and third years of the reign of Her said Majesty, the one intituled "An Act to amend and extend the powers of the Northern and Eastern Railway Act;" and the other intituled "An Act to enable the Northern and Eastern Railway Company to alter the line of their railway by forming a junction with the Eastern Counties Railway, and to provide a station and other works at Shoreditch, and to amend the Act relating to the Northern and Eastern Railway;" also of an Act passed in the session of Parliament held in the third year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to abandon a portion of the line originally authorised to be made, and to alter and amend several of the powers and provisions of the Acts relating to the said Railway;" and also of an Act passed in the session of Parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their Railway, and to alter and amend the several Acts relating to the said Railway;" and also of an Act passed in the session of Parliament held in the fourth and fifth years of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make a Branch Line of Railway, and to alter and amend the several Acts relating to the said Railway;" and also of an Act passed in the sixth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make an extension of their present Railway, and to alter and amend the Acts relating to the said Railway;" and also of an Act passed in the session of Parliament held in the seventh year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their Railway between Bishop's Stortford and Newport, and to alter and amend the Acts relating to the said Railway."

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway and branch, and the situa-

tion of the lands proposed to be taken for the purposes of the same, together with the 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 at the respective offices of the several Clerks of the Peace for the several counties, isles, and parts hereinafter mentioned (that is to say), with the Clerk of the Peace for the county of Huntingdon, at his office in Saint Ives, in the said county of Huntingdon; with the Clerk of the Peace for the county of Cambridge, at his office in Cambridge, in the county of Cambridge; with the Clerk of the Peace for the Isle of Ely, in the county of Cambridge, at his office at Wisbech, in the said Isle of Ely and county of Cambridge; with the Clerk of the Peace for the county of Norfolk, at his office at Aylsham, in the said county of Norfolk; 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 branch, or works, or any part of them, are intended to be made or maintained, will be deposited for public inspection with the parish clerk of each of such several parishes, at the respective places of abode of such parish clerks.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and 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 such proposed railway, and branch railway, and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payment of tolls, rates, and duties, and other rights and privileges; and particularly to vary or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better Paving, Cleansing, and Lighting the Town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said Town;" and also an Act passed in the thirty-fourth year of the reign of His said late Majesty, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of His present Majesty, intituled 'An Act for the better Paving, Cleansing, and Lighting the Town of Cambridge, and for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said Town;'" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandise passing or conveyed upon the said intended railway or branch, or any part thereof, or upon any railway authorised to be made by the hereinbefore recited Acts, or any of them.

Dated this seventh day of November 1845.

Crowder and Maynard, 57, Coleman-street, London; George Game Day, Saint Ives, Huntingdonshire, Solicitors.

Spalding and Lincoln 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 make and maintain a railway, with all proper and convenient stations, erections, bridges, wharfs, landing places, warehouses, works, communications, ap-

proaches and conveniences connected therewith, to commence at or near the town of Spalding, in the parish of Spalding, in the county of Lincoln, and terminate at or near the city of Lincoln, in the parishes of Saint Mark and Saint Peter-at-Gowts, or one of them, in the said city of Lincoln and county of the same city, and which said railway and works will pass from, in, through, or into the several parishes, townships, and extra-parochial places following or some of them, (that is to say); Spalding, Pinchbeck, Surfleet, Gosterton, Gosberton, Quadring Donnington, Bicker, Helpringham, Bridge End, Horbling, Horbling-cum-Bridge End, Thorpe Latimer, Helpringham-cum-Thorpe Latimer, Little Hale, Great Hale, Willow Holt, Great Hale-cum-Little Hale, Swaton, Heckington, Burton Pedwardine, Asgarby, Kirkby Laythorpe, Howell Ewerby, Ewerby Thorpe, Ewerby-cum-Ewerby Thorpe, Evedon, Anwick, Haverholme, Ruskington, Dorrington, Digby, Roulston otherwise Rowston otherwise Rouston, Billingham, Walcott, Billingham-cum-Walcott, Timerland, Thorpe Tilney, Timberland-cum-Thorpe Tilney, Martin, Timberland-cum-Martin, Kirby Green, Scopwick, Blankney, Linwood, Blankney-cum-Linwood, Metheringham, Dunston, Nocton, Potter Hanworth, Branston, Washingbrough otherwise Washingborough, Heighington, Washingborough-cum-Heighington, and Canwick, in the county of Lincoln, Branston-and-Canwick, Lincoln South Common otherwise Canwick Common, the Fossdyke Navigation, Brayford, the Holmes Common, Saint Botolph, Saint Peter's-at-Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Martin, Saint Nicholas otherwise Saint Nicholas-in-Newport, Saint Peter-in-Eastgate, Saint John and Saint Margaret, in the city of Lincoln and county of the same city; and it is intended to apply for powers in the said Bill or Bills to make lateral deviations in the construction of the said railway and works from the line or lines of the proposed railway and works to the extent or within the limits defined upon the plans hereafter 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, streets, 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 on or before the thirtieth day of November, 1845, duplicate plans and sections of the said intended railway and works, together with books of reference thereto, will be deposited for public inspection with the Clerk of the Peace for the Holland division of the county of Lincoln, at his office at Spalding in the said county, with the Clerk of the Peace of the Kesteven division of the county of Lincoln, at his office at Sleaford, in the said county, and with the Clerk of the Peace for the Lindsey division of the county of Lincoln, at his office at Spilsby, in the said county, and with the Clerk of the Peace for the city and county of the city of Lincoln, at his office at Lincoln, in the said county; 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 railway and works will pass or are intended to 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 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 said 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 purpose aforesaid, and also to levy, take, and receive 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 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 thereof.

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 ninth day of November 1845.

George Game Day, Solicitor, St. Ives, Hunts.

Cambridge Paving, &c. Acts (Amendment.)

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 repealing, altering, amending, or explaining some of the powers and provisions of an Act passed in the twenty-eighth year of the reign of His Majesty King George the Third, intituled "An Act for the better Paving, Cleansing, and Lighting the Town of Cambridge, for removing and preventing Obstructions and Annoyances; and for Widening the Streets, Lanes, and other Passages within the said Town;" and of another Act, passed in the thirty-fourth year of the reign of his said Majesty King George the Third, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of his present Majesty, intituled 'An Act for the better Paving, Cleansing, and Lighting the Town of Cambridge, and for removing and preventing Obstructions and Annoyances, and for Widening the Streets, Lanes, and other Passages within the said Town,' and particularly for repealing or altering so much of the said Acts as extends or is or can be construed to extend to authorize the commissioners acting under the said Acts, or either of them, or any other person or persons, to receive, demand, or take any payment or toll for or in respect of any carriage, truck, or engine, animals, or things, coming to or going from or travelling through the said town of Cambridge, or the precincts thereof, by means of any railway now or hereafter to be constructed thereon. And in which Bill provisions will be made for altering the existing tolls, and for levying new tolls, and for conferring, varying, and extinguishing exemptions from the payment of tolls, and other rights or privileges.

Dated this seventh day of November 1845.

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

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Eastern Counties Railway—York Extension.

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

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

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway, with all proper and necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depôts, warehouses, roads, and other suitable and commodious works and conveniences attached thereto, and connected therewith, to commence by a junction with the Eastern Counties Railway, in the parish of Saint Andrew the Less otherwise Barnwell, in or near the town of Cambridge, in the county of Cambridge, and to terminate by a junction with the York and North Midland Railway, in the parish of South Milford, in the West Riding of the county of York; which said intended railway and works will pass from, in, through, or into, the several parishes, townships, town-lands, extra-parochial and other places following, or some of them; that is to say, Saint Andrew the Less otherwise Barnwell, Cambridge, Chesterton, Impington, Histon, Saint Andrew, Histon Saint E/helred, Girton, Hoggington otherwise Oakington, Long Stanton Saint Michael, Long Stanton All Saints, Lolworth, Swavesey, Fenny Drayton otherwise Fen Drayton, Fenny Stanton otherwise Fen Stanton, in the said county of Cambridge; Fenny Stanton otherwise Fen Stanton, Holywell, Needingworth, Holywell-cum-Needingworth, Saint Ives, Bluntisham, Earith, Bluntisham-cum-Earith, Hemingford Grey, Houghton, Wyton, Wyton-cum-Houghton otherwise Houghton-cum-Wyton, Woodhurst, Old Hurst, Wigan, Broughton, Wistow otherwise Wiston, Warboys otherwise Warbois, Upwood, Great Raveley, Little Raveley, Bury, Ramsey, in the county of Huntingdon; Whittlesea Saint Andrew, and Whittlesea Saint Mary, in the said county of Cambridge, and in the Isle of Ely and county of Cambridge; Connington, Haddon, Holme, Denton, Caldicot, Stilton, Yaxley, Farcet, Fletton, Standground, Standground and Farcet, Woodstone, Waternewton, Sibson, Stibbington, Wansford, Sibson-cum-Stibbington, and Wansford, in the said county of Huntingdon; Farcet, Standground, Standground and Farcet, in the said county of Cambridge; Standground, Standground and Farcet, Farcet, in the Isle of Ely and county of Cambridge; the city of Peterborough otherwise the city and township of Peterborough, Peterborough, Saint John the Baptist, Peterborough, Sibson, Stibbington, Wansford, Sibson-cum-Stibbington and Wansford, Werrington, Deepingate, Dogsthorpe otherwise Dodssthorpe, Eastfield and Newark, Gunthorpe, Longthorpe, Walton, Peakirk, Maxey, Deepingate, Maxey-cum-Deepingate, Newborough, Northborough, Paston, Etton, Woodcroft, Etton-cum-Woodcroft, Help-

stone, Marholme, and Glinton, and Glinton-cum-Peakirk, in the liberty or soke of Peterborough otherwise in the county of Northampton; Glinton, Helpstone, West Deeping, Market Deeping, Deeping Saint James, Stowe, Langtoft, Baston, Barholme, Greatford, Thetford, Wilsthorpe, Obthorpe, Fletland, Thurlby, Bourn, Northorpe, Dyke, Cawthorpe, Morton, Hantorpe, Hacconby, Stainfield, Dunsby, Rippingale, Kirkby Underwood, Ringstone, Dowsby, Graby, Aslackby, Millthorpe, Laughton, Falkingham, Pointon, Sempringham, Binthorpe otherwise Birthorpe, Neslam Fen otherwise Neslam or Nestlam, Billingborough, Horbling, Bridge End, Horbling-cum-Bridge End, Threethingham otherwise Threethingham, Swaton, Spanby, Scredington, Helpringham, Thorpe Latimer, Helpringham-cum-Thorpe Latimer, Willow Holt, Burton Pedwardine, Great Hale, Little Hale, Great Hale-cum-Little Hale, Heckington, Asgarby, Howell, Ewerby, Ewerby Thorpe, Ewerby-cum-Ewerby Thorpe, Evedon, Anwick, Haverholme, Ruskington, Dorrington, Digby, Roulston otherwise Rowlston otherwise Rowston, Billinghay, Walcott, Billinghay-cum-Walcott, Timberland, Thorpe Tilney, Timberland-cum-Thorpe Tilney, Martin, Timberland-cum-Martin, Kirby Green, Scopwick, Blankney, Linwood, Blankney-cum-Linwood, Metheringham, Dunston, Nocton, Potter Hanworth, Branston, Washingbrough otherwise Washingbrough, Heighington, Washingbrough-cum-Heighington, in the parts of Kesteven, in the county of Lincoln; Branston and Kenwick, Lincoln South Common otherwise Canwick Common, the Fosdyke Navigation, Brayford, the Holmes Common, Saint Botolph, Saint Peter's at Gowts, Saint Mark, Saint Mary le Wigford, Saint Benedict, Saint Swithin, Saint Martin, Saint Nicholas otherwise Saint Nicholas in Newport, Saint Peter in Eastgate, Saint John and Saint Margaret, in the city of Lincoln and county of the same city; Skellingthorpe and Boultham, in the parts of Kesteven, in the said county of Lincoln; the Fosdyke Navigation, Burton otherwise Burton-by-Lincoln, South Carlton, Broxholme, Saxelby otherwise Saxelby-cum-Ingoldby otherwise Ingoldby, North Carlton, Scampton, Thorpe-in-the-Fallows otherwise Thorpe-le-Fallows otherwise West Thorpe, Cammeringham, Aisthorpe otherwise East Thorpe, Brattleby, Bransby, Sturton otherwise Sturton-en-le-street, Stow Park, Stow otherwise Stowe, Normanby otherwise Normanby by Stow otherwise Stowe, Coates, Ingham, Willingham otherwise Willingham by Stow otherwise Stowe, Kexby, Upton, Knaith, Lea otherwise Lea with Lea-wood, Glentworth Heapham, Somerby, Corringham, Little Corringham, Great Corringham, Gainsburgh otherwise Gainsborough, Misson, or some of them, in the parts of Lindsey, in the county of Lincoln, Saundby otherwise Saunby, Beckingham, Walkeringham, West Stockwith, Cornley, Misterton, Gringley-on-the-Hill, Everton, Harwell, Scaftworth, Newington, Misson, Bawtry otherwise Bawtry, Blyth otherwise Blythe, Austerfield, Martin, Harworth, Blaxton, Auckley, Farningley, or some of them, in the county of Nottingham; Misson, in the county of Lincoln; Blaxton, Farningley Auckley, Brampton, Hayfield, Bawtry otherwise Bawtry, Austerfield, Rossington, Low Ellers, High Ellers, Bessacar, Cantley, Elmfield, Car-house, Loversall, Balby-cum-Hexthorpe, Hexthorpe, Doncaster, Sprotbrough, Coninsbrough, Cadeby, Warmsworth, Cusworth, Newton, Stubbs, Adwick-le-street, Stockbridge, Bodes, Bentley with Arksey, Holme, Shaftholme, Scawthorpe, Scawsby, Arksey, Bentley, Thorpe-in-Balne, Barnby-upon-Don, Tilts otherwise Langthwaite-with-Tilts, Kirk Bramwith, Kirk Sandall, Trumfleet, Haywood, Ouston, Skellow, Carcroft, Burghwallis, Sutton, Campsall, Fenwick, Moss, Askern, Norton Priory, Norton, Stubbs Walden

otherwise Walden Stubbs, Darrington, Little Heck, Great Heck, Stapleton, Wormsley, Kirk Smeaton, Little Smeaton, Criddling Stubbs, Balne, Snaith, Pollington, Whitley, Hensall, Whitley Thorpe, West Haddlesey, East Haddlesey, Chape Haddlesey, Knottingley, Hut Green, Low Egbrough, High Egbrough, Kellingley, Kellington, Beal otherwise Beaghall, Poole otherwise Byram-cum-Poole, Burton Salmon, Brotherton, Birkin, Gateforth, Brayton, Thorpe Willoughby, Hambleton, Monk Frystone, Hillam, Lumby otherwise Huddleston-cum-Lumby, Lemerton, South Milford, North Milford, and Sherburn, in the West Riding of the county of York. And also a branch railway commencing at and diverging from and out of the said intended main line of railway, in the parish of Beckingham, in the county of Nottingham, and terminating at or near the Trent Port Inn, in the parish of Saundby otherwise Saunby, in the said county of Nottingham, which said intended branch railway last mentioned will pass from, through, or into the several parishes of Beckingham and Saundby otherwise Saunby, both in the said county of Nottingham.

And also another railway or branch railway commencing at and diverging from and out of the said first described intended railway on the east side thereof, in the parish of Market Deeping, in the county of Lincoln, and terminating in the parishes of Boston Skirbeck, or Skirbeck Quarter, or some or one of them, in the same county, which intended railway or branch railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; that is to say—Market Deeping, Deeping Saint James, Littleworth Drove, Langtoft, Baston, Greatford, Wilsthorpe, Thetford, Fletland, Obthorpe, Northorpe, Thurlby, in the parts of Kesteven, in the county of Lincoln; Dyke, Bourn, Cawthorpe, Littleworth Drove, Spalding, Pinchbeck, Cowbit, Peakhill, Surfleet, Gosberton, Wigtoft, Bicker, Tallington, Uffington, Barholm, The Roman Bank, Sutterton, Algarkirk, Fosdyke, Fosdyke Fen, Kirton, Frampton, Wyberton, Skirbeck, Skirbeck Quarter, Skirbeck Quarter Fen, Wyberton Fen, Boston, Boston West, in the parts of Holland, in the county of Lincoln. And also another railway or branch railway, commencing at and diverging from the said firstly-described railway on the east side thereof, in the parish of Heckington, in the parts of Kesteven, in the said county of Lincoln, and terminating by a junction with the said railway or branch railway lastly hereinbefore described in the parishes of Boston Skirbeck or Skirbeck Quarter, or some or one of them, in the parts of Holland, in the county of Lincoln aforesaid, which said intended railway or branch railway lastly above described will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; that is to say—Heckington, Heckington Fen, Burton Pedwardine Garrick, Great Hale, Great Hale Fen, Little Hale, Little Hale Fen, in the parts of Kesteven; Swineshead, Swineshead Fen, Sutterton, Sutterton Fen, Kirton, Kirton Fen, Kirton Holme, Wigtoft, Wigtoft Fen, Algarkirk, Algarkirk Fen, Bicker, Bicker Fen, Frampton, Frampton Fen, Brothertoft, Wyberton, Wyberion Fen, Skirbeck, Skirbeck Fen, Skirbeck Quarter, Skirbeck Quarter Fen, Boston West, Boston West Fen, and Boston, in the parts of Holland, in the county of Lincoln. And also a branch railway, commencing at and diverging from and out of the said first-described intended railway on the west side thereof, in the said parish of Heckington, in the county of Lincoln, and terminating in the parish, place, or township of New Sleaford, Holdingham, Old Sleaford, or Quarrington, or one of

them, in the parts of Kesteven, in the same county; which said intended branch railway lastly hereinbefore described will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; that is to say—Quarrington, Old Sleaford, New Sleaford, Holdingham, Boughton, Asgarby-cum-Boughton, Howell, Burton Pedwardine, Kirkby Laythorpe, Asgarby, and Heckington. And it is intended to apply for powers to make lateral deviations in the construction of the said railways and branch railways from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to the extent shewn or defined upon the said plans; and to cross, alter, divert, or stop up all such turnpike roads, parish roads, and other highways, streets, canals, navigations, and railways, rivers, brooks, streams, and watercourses within the parishes, townships, townlands extra-parochial, and other places aforesaid, as may require to be diverted or altered for the purposes of the said railways, branch railways, and works.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, branch railways, and works, together with books 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 county of Cambridge, at his office at Cambridge; and with the Clerk of the Peace for the Isle of Ely, at his office at Wisbech; and with the Clerk of the Peace for the county of Huntingdon, at his office at Saint Ives; with the Clerk of the Peace for the county of Northampton, at his office at Northampton; with the Clerk of the Peace for the liberty of Peterborough, at his office at Peterborough, in the county of Northampton; with the Clerk of the Peace for the Holland Division of the county of Lincoln, at his office at Spalding; with the Clerk of the Peace for the Kesteven Division of the county of Lincoln, at his office at Sleaford; with the Clerk of the Peace for the Lindsey Division of the said county of Lincoln, at his office at Spilsby; with the Clerk of the Peace for the city and county of the city of Lincoln, at his office at Lincoln; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent; 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 liberty of Wistow Cawood and Otley, in the West Riding of the county of York, at his office at Otley; with the Clerk of the Peace for the borough of Doncaster, in the West Riding of the county of York, at his office at Doncaster; 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 parish in or through which the said railways, branch railways, and works will pass or be situate, 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 empower the Eastern Counties Railway Company to execute the said intended railway and branch railways 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 obtain 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 such proposed railway and branch railways and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payments of tolls,

rates, and duties, and other rights and privileges; and particularly to vary, explain, or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better paving, cleansing, and lighting the town of Cambridge; for removing and preventing obstructions and annoyances; and for widening the streets, lanes, and other passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of His said late Majesty, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of His present Majesty, intituled "An Act for the better paving, cleansing, and lighting the town of Cambridge; and for removing and preventing obstructions and annoyances; and for widening the streets, lanes, and other passages within the said town;" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandize passing or conveyed upon the said intended railways or branches, or any part thereof, or upon any railway authorised to be made by the hereinbefore recited Acts, 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 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, branch railways, 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 eventually agreed upon between them.

Dated this seventh day of November 1845.

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

Eastern Counties Railway.—Lincoln to York.

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

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

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway, with all proper and necessary bridges, culverts, via-

ducts, tunnels, archways, embankments, buildings, stations, wharfs, depôts, warehouses, roads, and other suitable and commodious works and conveniences attached thereto and connected therewith, to commence at or near High-street, Lincoln, in the parishes of Saint Mark and Saint Peter, at Gowts or one of them, in the city of Lincoln, and county of the same city, and to terminate by a junction with the York and North Midland Railway, in the parish of South Milford, in the West Riding of the county of York; which said intended railway and works will pass from, in, through, or into, the several parishes, townships, townlands, extra-parochial and other places following, or some of them; (that is to say), the Fosdyke Navigation, Brayford, the Holmes Common, Saint Botolph, Saint Peter's at Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Martin, Saint Nicholas otherwise Saint Nicholas in Newport, Saint Peter in Eastgate, Saint John and Saint Margaret, in the city of Lincoln and county of the same city, Skellingthorpe and Boultham in the parts of Kesteven in the said county of Lincoln, the Fosdyke Navigation, Burton otherwise Burton by Lincoln, South Carlton, Broxholme, Saxelby otherwise Saxelby-cum-Ingoldby otherwise Ingoldby, North Carlton, Scampton, Thorpe-in-the-Fallows otherwise Thorpe-le-Fallows otherwise West Thorpe, Cammeringham, Aisthorpe otherwise East Thorpe, Brattleby, Bransby, Sturton otherwise Sturton-en-le-Street, Stow Park, Stow otherwise Stowe, Normanby otherwise Normanby-by-Stow otherwise Stowe, Coates, Ingham, Willingham otherwise Willingham-by-Stow otherwise Stowe, Kexby, Upton, Knaith, Lea otherwise Lea with Lea-wood, Glentworth, Heapham, Somerby, Corringham, Little Corringham, Great Corringham, Gainsburgh otherwise Gainsborough, Misson, or some of them in the parts of Lindsey in the county of Lincoln; Saundby otherwise Saunby, Beckingham, Walkeringham, West Stockwith, Cornley, Misterton, Gringley-on-the-hill, Everton, Harwell, Scaftworth, Newington, Misson, Bawtry otherwise Bawtreay, Blyth otherwise Blythe, Austerfield, Martin, Harworth, Blaxton, Auckley, Finningley, or some of them in the county of Nottingham; Misson in the county of Lincoln; Blaxton, Finningley Auckley, Brampton, Hayfield, Bawtry otherwise Bawtreay, Austerfield, Rossington, Low Ellers, High Ellers, Bessacar, Cantley, Elmfield, Car-house, Loversall, Balby-cum-Hexthorpe, Hexthorpe, Doncaster, Sprotbrough, Coningsbrough, Cadeby, Warmsworth, Cusworth, Newton, Stubbs, Adwick-le-Street, Stockbridge, Bodles, Bentley-with-Arkesey, Holme, Shaft-holme, Scawthorpe, Scawsby, Arksey, Bentley, Thorpe-in-Balne, Barnby-upon-Don, Tilts otherwise Langthwaite-with-Tilts, Kirk Bramwith, Kirk Sandall, Trumfleet, Haywood, Ouston, Skellow, Carcroft, Burghwallis, Sutton, Campsall, Fenwick, Moss, Askern, Norton Priory, Norton, Stubbs Walden otherwise Walden Stubbs, Darrington, Little Heck, Great Heck, Stapleton, Womersley, Kirk Smeaton, Little Smeaton, Criddling Stubbs, Balne, Snaith, Pollington, Whitley, Hensall, Whitley Thorpe, West Haddlesey, East Haddlesey, Chape Haddlesey, Knottingley, Hut Green, Low Egbrough, High Egbrough, Kellingley, Kellington, Beal otherwise Beaghall, Poole otherwise Byram-cum-Poole, Burton Salmon, Brotherton, Birkin, Gateforth, Brayton, Thorpe Willoughby, Hambleton, Monk Frystone, Hillam, Lumby otherwise Huddleston-cum-Lumby, Lemerton, South Milford, North Milford, and Sherburn, in the West Riding of the county of York. And also a branch railway commencing at and diverging from and out of the said intended main line of railway in the parish of Beckingham, in the county of Nottingham, and terminating at or near the Trent Port Inn, in the parish

of Saundby otherwise Saunby, in the county of Nottingham, which said intended branch railway last mentioned will pass from, through, or into, the several parishes of Beckingham and Saundby otherwise Saunby, both in the said county of Nottingham. And it is intended to apply for powers to make lateral deviations in the construction of the said railway from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to the extent shewn or defined upon the said plans, and to cross, alter, divert, or stop up, all such turnpike-roads, parish-roads, and other highways, streets, canals, navigations and railways, rivers, brooks, streams, and watercourses within the parishes, townships, townlands extra-parochial, and other places aforesaid, as may require to be diverted or altered for the purposes of the said railways, branch railways, and works.

And notice is hereby further given, that duplicate plans and sections of the said intended railways, branch railways, and works, together with books 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 Kesteven division of the county of Lincoln, at his office at Sleaford; with the Clerk of the Peace for the Lindsey division of the said county of Lincoln, at his office at Spilsby; with the Clerk of the Peace for the city and county of the city of Lincoln, at his office at Lincoln; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent; 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 liberty of Wistow Ca-wood and Otley, in the West Riding of the county of York, at his office at Otley; with the Clerk of the Peace for the borough of Doncaster, in the West Riding of the county of York, at his office at Doncaster; 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 parish in or through which the said railways, branch railways, and works will pass or be situate, 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 and it is proposed by the said Act or Acts to authorize the Eastern Counties Railway Company to execute the said intended railways, branch 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 obtain 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 such proposed railway and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payments of tolls, rates, and duties, and other rights and privileges; and particularly to vary, explain, or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better Paving, Cleansing, and Lighting the Town of Cambridge, for removing and preventing Obstructions and Annoyances, and for widening the Streets, Lanes, and other Passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of His said late Majesty, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of His present Majesty, intituled 'An Act for the better Paving, Cleansing, and Lighting the Town of Cambridge, and for removing and preventing Obstructions and Annoy-

ances, and for widening the Streets, Lanes, and other Passages within the said Town;" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandize passing or conveyed upon the said intended railways or branches, or any part thereof, or upon any railway authorized to be made by the hereinbefore recited Acts, 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 railways, branch 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, branch 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.

Dated this seventh day of November 1845.

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

Eastern Counties Railway.—Cambridge to Lincoln.

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

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

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway, with all proper and necessary bridges, culverts, viaducts, tunnels, archways, embankments, buildings, stations, wharfs, depôts, warehouses, roads, and other suitable and commodious works and conveniences attached thereto, and connected therewith, to commence by a junction with the Eastern Counties Railway, in the parish of Saint Andrew the Less otherwise Barnwell, in or near the town of Cambridge, in the county of Cambridge, and to terminate at or near High-street, Lincoln, in the parishes of Saint Mark and Saint Peter's at Gowts, or one of them, in the city of Lincoln and county of the same city, which said intended railway and works will pass from, in, through, or into, the several parishes, townships, townlands, extra parochial, and other places following, or some of them (that is to say) Saint Andrew the Less otherwise Barnwell, Cambridge, Chesterton, Impington

Histon, Saint Andrew, Histon Saint Ethelred, Girton, Hoggington otherwise Oakington, Long Stanton Saint Michael, Long Stanton All Saints, Lolworth, Swavesey, Fenny Drayton otherwise Fen Drayton, Fenny Stanton otherwise Fen Stanton, in the said county of Cambridge, Fenny Stanton otherwise Fen Stanton, Holywell, Needingworth, Holywell-cum-Needingworth, Saint Ives, Bluntisham, Earith, Bluntisham-cum-Earith, Hemingford Grey, Houghton, Wyton, Wyton-cum-Houghton otherwise Houghton-cum-Wyton, Woodhurst, Old Hurst, Wigan, Broughton, Wistow otherwise Wiston, Warboys otherwise Warbois, Upwood, Great Raveley, Little Raveley, Bury, Ramsey, in the county of Huntingdon, Whittlesea Saint Andrew, and Whittlesea Saint Mary, in the said county of Cambridge and in the Isle of Ely and county of Cambridge, Connington, Haddon, Holme, Denton, Caldicot, Stilton, Yaxley, Farcet, Fletton, Standground, Standground and Farcet, Woodstone, Waternewton, Sibson, Stibbington, Wansford, Sibson-cum-Stibbington, and Wansford, in the said county of Huntingdon, Farcet, Standground, Standground and Farcet, in the said county of Cambridge, Standground, Standground and Farcet, Farcet, in the Isle of Ely, and county of Cambridge, in the city of Peterborough otherwise the city and township of Peterborough, Peterborough, Saint John the Baptist, Peterborough, Sibson, Stibbington, Wansford, Sibson-cum-Stibbington and Wansford, Werrington, Deepingate, Dogsthorpe otherwise Dodsthorpe, Eastfield and Newark, Gunthorpe, Longthorpe, Walton, Peakirk, Maxey, Deepingate, Maxey-cum-Deepingate, Newborough-Northborough, Paston, Etton, Woodcroft, Etton-cum-Woodcroft, Helpstone, Marholme, and Glington, and Glington-cum-Peakirk in the Liberty or Soke of Peterborough otherwise in the county of Northampton, Glington, Helpstone, West Deeping, Market Deeping, Deeping Saint James, Stowe, Langtoft, Baston, Barholme, Greatford, Thetford, Wilsthorpe, Obthorpe, Fletland, Thurlby, Bourne, Northope, Dyke, Cawthorpe, Morton, Hanthorpe, Hacconby, Stainfield, Dunsby, Rippingale, Kirkby Underwood, Ringstone, Dowsby, Graby, Aslackby, Millthorpe, Laughton, Falkingham, Pointon, Sempringham, Binthorpe otherwise Birthorpe, Neslam Fen otherwise Neslam or Nestlam, Bellingborough, Horbling, Bridge End, Horbling-cum-Bridge End, Threekingham otherwise Threekingham, Swaton, Spanby, Scredington, Helpingham, Thorpe Latimer, Helpingham-cum-Thorpe Latimer, Willow Holt, Burton Pedwardine, Great Hale, Little Hale, Great Hale-cum-Little Hale, Heckington, Asgarby, Howell, Ewerby, Ewerby Thorpe, Ewerby-cum-Ewerby Thorpe, Evedon, Anwick, Haverholme, Ruskington, Dorrington, Digby, Roulston otherwise Rowlston otherwise Rowston, Billingham, Walcott, Billingham-cum-Walcott, Timberland, Thorpe Tilney, Timberland-cum-Thorpe Tilney, Martin, Timberland-cum-Martin, Kirby Green, Scopwick, Blankney, Linwood, Blankney-cum-Linwood, Metheringham, Dunston, Nocton, Potter Hanworth, Branston, Washingbrough otherwise Washingborough, Heighington, Washingborough-cum-Heighington, in the parts of Kesteven, in the county of Lincoln Branston and Canwick, Lincoln South Common otherwise Canwick Common, the Fossdyke Navigation, Brayford, the Holmes Common, Saint Botolph, Saint Peter's-at-Gowts, Saint Mark, Saint Mary-le-Wigford, Saint Benedict, Saint Swithin, Saint Martin, Saint Nicholas otherwise Saint Nicholas in Newport, in the city of Lincoln and county of the same city, Skellingthorpe and Boultham in the parts of Kesteven in the said county of Lincoln.

And also, another railway or branch railway, commencing at and diverging from and out of the said first described intended railway on the east side

thereof, in the parish of Market Deeping, in the county of Lincoln, and terminating in the parishes of Boston, Skirbeck, or Skirbeck Quarter, or some or one of them, in the same county; which intended railway, or branch railway, will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them, (that is to say); Market Deeping, Deeping Saint James, Littleworth Drove, Langtoft, Baston Greatford, Wilsthorpe, Thetford, Fletland, Obthorpe, Northorpe, Thurlby, in the parts of Kesteven in the county of Lincoln, Dyke, Cawthorpe, Bourn, Littleworth Drove, Spalding, Pinchbeck, Cowbit, Peakhill, Surfleet, Gosberton, Wigtoft, Bicker, Tallington, Uffington, Barholm, The Roman Bank, Sutterton, Algarkirk, Fossdyke, Fossdyke Fen, Kirton, Frampton, Wyberton, Skirbeck, Skirbeck Quarter, Skirbeck Quarter Fen, Wyberton Fen, Boston, Boston West, in the parts of Holland, in the county of Lincoln. And also another railway, or branch railway, commencing at and diverging from the said firstly described railway on the east side thereof, in the parish of Heckington in the parts of Kesteven, in the said county of Lincoln, and terminating by a junction with the said railway or branch railway lastly hereinbefore described in the parishes of Boston, Skirbeck, or Skirbeck Quarter or some or one of them, in the parts of Holland, in the county of Lincoln aforesaid, which said intended railway or branch railway lastly above described will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following or some of them, (that is to say); Heckington, Heckington Fen, Burton Pedwardine, Garrick, Great Hale, Great Hale Fen, Little Hale, Little Hale Fen, in the parts of Kesteven, Swineshead, Swineshead Fen Sutterton, Sutterton Fen, Kirton, Kirton Fen, Kirton Holme, Wigtoft, Wigtoft Fen, Algarkirk, Algarkirk Fen, Bicker, Bicker Fen, Frampton, Frampton Fen, Brothertoft, Wyberton, Wyberton Fen, Skirbeck, Skirbeck Fen, Skirbeck Quarter, Skirbeck Quarter Fen, Boston West, Boston West Fen, and Boston in the parts of Holland, in the county of Lincoln. And also, a branch railway commencing at and diverging from and out of the said first-described intended railway on the west side thereof, in the said parish of Heckington in the county of Lincoln, and terminating in the parish, place, or township of New Sleaford, Holdingham, Old Sleaford, or Quarrington, or one of them in the parts of Kesteven, in the same county; which said intended branch railway lastly hereinbefore described will pass from, in, through, or into the several parishes, townships, townlands extra-parochial, and other places following or some of them, (that is to say); Quarrington, Old Sleaford, New Sleaford, Holdingham, Boughton, Asgarby-cum-Boughton, Howells, Burton Pedwardine, Kirkby, Laythorpe, Asgarby, and Heckington. And it is intended to apply for powers to make lateral deviations in the construction of the said railways and branch railways from the line or situation thereof, as laid down on the plans to be deposited as hereinafter mentioned, to the extent shewn or defined upon the said plans, and to cross, alter, divert, or stop up, all such turnpike roads, parish roads, and other highways, streets, canals, navigations, and railways, rivers, brooks, streams, and watercourses within the parishes, townships, townlands extra-parochial, and other places aforesaid, as may require to be diverted or altered for the purposes of the said railways, branch railways, and works.

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

tion with the Clerk of the Peace for the county of Cambridge at his office at Cambridge, and with the Clerk of the Peace for the Isle of Ely at his office at Wisbech, and with the Clerk of the Peace for the county of Huntingdon at his office at Saint Ives, with the Clerk of the Peace for the county of Northampton at his office at Northampton, with the Clerk of the Peace for the liberty of Peterborough at his office at Peterborough in the county of Northampton, with the Clerk of the Peace for the Holland division of the county of Lincoln at his office at Spalding, with the Clerk of the Peace for the Kesteven division of the county of Lincoln at his office at Sleaford, with the Clerk of the Peace for the Lindsey division of the said county of Lincoln at his office at Spilsby, with the Clerk of the Peace for the city and county of the city of Lincoln at his office at Lincoln, 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 parish in or through which the said railways, branch railways, and works, will pass or be situate, 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 empower the Eastern Counties Railway Company to execute the said intended railway and branch railways, 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 obtain 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 such proposed railway and branch railways and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payment of tolls, rates, and duties, and other rights and privileges; and particularly to vary, explain, or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of His said late Majesty, intituled, "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of His present Majesty, intituled, 'An Act for the better paving, cleansing, and lighting the town of Cambridge, and for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;'" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, engines, animals, goods, wares, or merchandise passing or conveyed upon the said intended railways or branches, or any part thereof, or upon any railway authorised to be made by the hereinbefore recited Acts, 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 connection 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 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 toward the construction,

maintenance, and use of the said intended railway, branch railways, 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.

Dated this seventh day of November 1845.

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

Eastern Counties Railway.—Tottenham and Barnet Branch Railway.

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

way Company to alter the line of their Railway by forming a junction with the Eastern Counties Railway, and to provide a station and other works at Shoreditch, and to amend the Act relating to the Northern and Eastern Railway;" also of an Act passed in the session of Parliament held in the third year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to abandon a portion of the line originally authorized to be made, and to alter and amend several of the powers and provisions of the Acts relating to the said Railway;" and also of an Act passed in the session of parliament held in the fourth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their Railway, and to alter and amend the several Acts relating to the said Railway" and also of an Act passed in the session of parliament held in the fourth and fifth years of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make a branch line of Railway, and to alter and amend the several Acts relating to the said Railway;" and also of an Act passed in the sixth year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make an extension of their present Railway, and to alter and amend the Acts relating to the said Railway;" and also of an Act passed in the session of parliament held in the seventh year of the reign of Her said Majesty, intituled "An Act to enable the Northern and Eastern Railway Company to make certain deviations in the line of their Railway between Bishop's Stortford and Newport, and to alter and amend the Acts relating to the said Railway."

Notice is hereby also given, that it is also intended to apply for powers to authorize the construction (by the Eastern Counties Railway Company) of a railway, to commence by a junction near the Copper Mill Stream, in the parish of Walthamstow, in the county of Essex, with the Northern and Eastern Railway, and to terminate at or near the southern extremity of Chipping Barnet, in the parish of Chipping Barnet, in the county of Hertford, together with all necessary or proper stations, erections, works, communications, approaches, and conveniences connected therewith, which said railway and works will be situate in, or be made or passed from, through, or into the several parishes, townships, townlands, extra-parochial and other places following, or some of them (that is to say); Walthamstow and Tottenham, in the county of Essex; Tottenham, Edmonton, Fryern Barnet, Whetstone, Hornsey, and Hackney Saint John, South Hackney, and West Hackney, in the county of Middlesex; Fryern Barnet, East Barnet, and Chipping Barnet, in the county of Hertford; 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 to cross, alter, or divert or stop up, whether temporarily or permanently, all such turnpike-roads, parish-roads, and other highways, canals, navigations and railways, rivers, brooks, streams, and watercourses within the parishes, townships, townlands, or extra-parochial and other places aforesaid, or some of them, as may be required to be crossed, diverted, or altered, or stopped up, for the purposes of such railway and works.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the said county of Essex,

at his office in Chelmsford, in the said county; with the Clerk of the Peace for the county of Hertford, at his office at Saint Albans, in the said county; and also with the Clerk of the Peace for the said county of Middlesex, at his office at Clerkenwell Green, in the said county; and that, on or before the thirty-first day of December next, a copy of so much of the said plans and sections as relates to each parish in or through which such works, or any part of them, are intended to be made, together with a book of reference thereto, will be deposited with the parish clerks of such parishes at the respective places of abode of such parish clerks.

And notice is hereby further given, that it is intended by the said Act or Acts to empower the Eastern Counties Railway Company to execute the said intended 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 obtain 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 such proposed railway, and branch railways and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payments of tolls, rates, and duties, and other rights and privileges; and particularly to vary, explain, or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better paving, cleansing, and lighting the Town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of his said late Majesty, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of his present Majesty, intituled "An Act for the better paving, cleansing, and lighting the Town of Cambridge, and for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Act, in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandise passing or conveyed upon the said intended railways or branches, or any part thereof, or upon any railway authorised to be made by the hereinbefore recited Acts, 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 connection 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 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 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.

Dated this seventh day of November 1845.

Crowder and Maynard, Solicitors,
57, Coleman Street, London.

Eastern Counties Railway.—Tottenham and Farringdon Street Branch Railway.

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

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

And notice is hereby also given, that application is intended to be made to Parliament, in the ensuing session, for a Bill or Bills to authorise the construction, by the Eastern Counties Railway Company, of a railway, commencing by a junction with the Northern and Eastern Railway, near the Tottenham Station thereof, in the parish of Tottenham, in the county of Middlesex, and terminating in or near the site, precinct, or place of the late Fleet or Fleet Prison, in or near the parish of Saint Bride otherwise Saint Bridget, in the city of London, or terminating at some intermediate point, and in some or one of the parishes or townships hereinafter mentioned, with all proper stations, works, and conveniences connected therewith, and passing, from, through, or into the several parishes, townships, hamlets, townlands, or extra-parochial and other places, or some of them; that is to say, Tottenham, Saint Mary Newington otherwise Stoke Newington, Clapton, Dalston, Kingsland, Saint John Hackney, Saint Mary Islington, Saint Leonard Shoreditch, Saint Luke Old-street, Saint James Clerkenwell, Saint John Clerkenwell, Hornsey, the Charter House, the liberties of Saffron Hill, Hatton Garden, and Ely Rents, and Ely Place, within the parish of Saint Andrew Holborn, the said parish of Saint Andrew Holborn above Bars, in the county of Middlesex; and Saint Andrew Holborn, Saint Bartholomew the Great, Saint Bartholomew the Less, Saint Sepulchre, Saint Martin Ludgate, Saint Bride otherwise Saint Bridget, and the Fleet, in the city of London.

And it is also intended to take powers in the said Acts to make lateral deviations in the construction of the said intended railway and stations to such extent as will be defined on the said plans, and to shut up, alter, or divert such streets, lanes, turnpike roads, and other highways, streams, rivers, watercourses, navigations, canals, and railways, within the several parishes, townships, and extra-parochial places before mentioned, or some of them, as it may be necessary to shut up, alter, or divert.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the line and levels of the said intended railway, and the situation of the lands and houses 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 and houses respectively, will be deposited for public inspection with the Clerk of the Peace for the county of Middlesex, at his office at Clerkenwell Green, in the same county; with the town clerk for the city of London, at his office at Guildhall, in the said city of London; and that copies of so much of the said plans, sections, and book of reference as relates to the several parishes in or through which the said intended railway and works are proposed to pass or be made, will be deposited on or before the thirty-first day of December next, with the parish clerks of such parishes at their respective residences.

And notice is hereby further given, that it is intended by the said Act or Acts to empower the Eastern Counties Railway Company to execute the said intended railway and branch railways, 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 obtain 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 such proposed railway and works, and to alter existing tolls, rates, and duties, and to confer exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and particularly to vary, explain, or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better paving, cleansing, and lighting the town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of his said late Majesty, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of his present Majesty, intituled "An Act for the better paving, cleansing, and lighting the town of Cambridge, and for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandise, passing or conveyed upon the said intended railway, or any part thereof, authorised to be made by the hereinbefore recited Acts, 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 connection 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 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 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 eventually agreed upon between them.

Dated this seventh day of November 1845.

Crowder and Maynard, Solicitors,
57, Coleman Street, London.

Eastern Counties Railway.—Hertford and Huntingdon Line.

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

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

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway or railways, to commence by a junction with the Hertford and Ware Branch of the Northern and Eastern Railway, near the Hertford Station thereof, in the parish of Saint John, Hertford, in the county of Hertford, and to terminate by a junction with the Cambridge and Huntingdon Branch of the Eastern Counties Railway, as authorised to be constructed at or near the London road, in the parish of Godmanchester, in the county of Huntingdon, together with all necessary or proper stations, erections, works, communications, approaches, and conveniences connected therewith, which said railway or railways and works will be, pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; that is to say, Saint John Hertford, All Saints Hertford, Saint Andrew Hertford, liberty of Brickenden, Bengoe within the borough of Hertford, Bengoe in the county of Hertford, Stapleford, Watton, Datchworth, Aston, Knebworth, Shephall otherwise Sheephall, Stevenage, Little Wymondly, Ippolits otherwise Ippollitts, Hitchin, township of Hitchin, hamlet of Walsworth, hamlet of Langley and hamlet of Presten in the parish of Hitchin, Norton, Pirtou, Ickleford, Stortfold otherwise Stotfold, Rush Green, Hertingfordbury, Little Amwell otherwise Amwell Parva, Sacombe, Broadoak, Goldens, Waterford, Waterford Marsh, Bull's Mill, Mill End, South End, Digswell, Tewin, Bramfield, Watton Green, Wemstead, Broomhall Farm, Raughin Green, Datchworth Bury, Ashton Bury, Mooder's Hill, Oaks Cross, Frogmore, Bennington, Little Munden, Codicote, Knebworth Green, Deard's End, Langley, Kimpton, Welwyn, Saint Paul's Walden, Norton Green, Bragbury End, Broadwater, Shephall Bury otherwise Sheephall Bury, Corey's Mill, Symond's Green, Stevenage Bury, Broomin Green, Fisher's Green, Todd's Green, King's Walden, Wymondley Priory, Wymondley Bury, Great Wymondley otherwise Much Wymondley, Offley, Gravely, Willian, and Letchworth in the county of Hertford, Shitlington, Holywell, Arlsey otherwise Arlesley, Snailsworth otherwise Snailswell, Henlow, Clifton, Longford or Langford, Southill, hamlet of Stanford, and hamlet of Broom in the parish of Southill, Old Warden, hamlet of Hill in the parish of Old Warden, hamlet of Holme in the parish of Biggleswade, Biggleswade, Upper Caldecott otherwise Upper Caldecote, Lower Caldecott otherwise Lower Caldecote, Northill, the hamlet of Beeston and Caldecott otherwise Caldecote in the parish of Northill, Beeston, Blunham, Girtford, Sandy otherwise Saint

Swithin Sandy, hamlet of Beeston in the parish of Sandy, Moggerhanger otherwise Muggerhanger, Charlton, South Mills, Tempsford, Roxton, Eaton Socon and hamlet of Wyboston in the parish of Eaton Socon, Chewston otherwise Chawston otherwise Chawson, Everton-cum-Tetworth, Everton Tetworth, and Little Barford, or some of them in the county of Bedford, Everton-cum-Tetworth, Everton Tetworth, Southoe, Diddington, Saint Neots, Eynesbury, Great Paxton, Little Paxton, Offord Darcy, Offord Cluny, Brampton, Buckden, Godmanchester otherwise Gunnecester, Saint Mary's Huntingdon and Saint Mary's Godmanchester, Saint Benedicts Huntingdon, All Saints Huntingdon, St. John the Baptist Huntingdon and Hinchinbrook in the county of Huntingdon; and also a railway commencing at and diverging from the west side of the said first described intended new railway, in the parish of Blunham aforesaid, and terminating by a junction with the Bedford and London and Birmingham Railway, as authorised to be constructed at or near Saint Leonards, in the parishes of Saint Mary and Saint John, or one of them, in the town of Bedford, in the said county of Bedford, which intended branch railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; that is to say, Sandy otherwise Saint Swithin Sandy, Everton otherwise Everdon, Beeston, Girtford, Blunham, Northill, Muggerhanger otherwise Moggerhanger, Charlton, South Mills, Great Barford, Renhold, Willington, Cople, Cardington, Cardington-cum-Eastcotts, Eastcotts, Fenlake, Saint John Bedford, Saint Cuthberts Bedford, Saint Peters otherwise Saint Peter Martin Bedford and St. Mary's Bedford, in the said county of Bedford: and also a railway commencing by a junction with the Northern and Eastern Railway, at or near to Mar-h-street, Waltham Cross, in the parish of Saint Mary's Cheshunt, in the county of Hertford, and terminating by a junction with the said intended new railway or railways firstly hereinbefore described, at a point near the turnpike road leading from Stevenage to Welwyn, in the parish of Knebworth, in the said county of Hertford, which said intended railway will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial, and other places following, or some of them; that is to say, Waltham Cross, Cheshunt Saint Mary, Wormly, Broxbourne, Hoddesdon, Brickenden, Little Amwell otherwise Amwell Parva, Northaw, Little Berkhamstead, Bayford, Hertingfordbury, Bengoe, Essendon, Saint Andrew Hertford, Saint John Hertford, All Saints Hertford, Buckden, Tewin, Bramfield, Stapleford, Codicote, Datchworth, Watton, Aston, Shephall otherwise Sheephall, and Knebworth, in the county of Hertford; and in the said Bill or Bills it is 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 on the said plans hereinafter mentioned, and to alter or divert, cross, or stop up, whether temporarily or permanently, all such turnpike roads, parish roads, and other highways, streets, canals, navigations and railways, rivers, brooks, streams, and watercourses, within the parishes, townships, townlands, extra-parochial, and other places aforesaid, or some of them, as may be required to be crossed, diverted, altered, or stopped up for the purposes of the said railways and works.

And notice is hereby also given, that duplicate plans and sections of the said proposed works, with a book of reference thereto, will, on or before the thirtieth day of November, 1845, be deposited with the Clerk of the Peace for the said county of Hertford, at his office at Saint Albans, in the same county, and with the Clerk of the Peace for the said county of Bedford, at his office at Bedford, in the same county,

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

And notice is hereby further given, that it is intended by the said Act or Acts to empower the Eastern Counties Railway Company to execute the said intended railways and branch railways 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 obtain 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 such proposed railway, and branch railways, and works, and to alter existing tolls, rates, and duties, and to confer exemptions from payment of tolls, rates, and duties, and other rights and privileges; and particularly to vary explain or repeal all powers and provisions contained in an Act passed in the twenty-eighth year of the reign of King George the Third, intituled "An Act for better paving, cleansing, and lighting the Town of Cambridge, for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" and also an Act passed in the thirty-fourth year of the reign of His said late Majesty, intituled "An Act to amend and enlarge the powers of an Act passed in the twenty-eighth year of the reign of His present Majesty, intituled 'An Act for the better paving, cleansing, and lighting the town of Cambridge, and for removing and preventing obstructions and annoyances, and for widening the streets, lanes, and other passages within the said town;" whereby any tolls, rates, or duties could or might become payable to the commissioners or trustees acting under such Acts in respect of any engines, waggons, carts, coaches, carriages, passengers, animals, goods, wares, or merchandise passing or conveyed upon the said intended railways or branches, or any part thereof, or upon any railway authorized to be made by the hereinbefore recited Acts, 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 railways, branch 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 railways, branch railways, 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.

Dated this seventh day of November 1845.

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

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 proper works and conveniences connected therewith, commencing at or near the town of Brecon, in the county of Brecon, either by a distinct terminus, or by a junction with any railway which may be proposed to terminate at that place, and terminating at or near a place called Melinmanach, in the parish of Llandilotallybont, in the county of Glamorgan; also a branch railway leading from and out of the line of the said railway, in the parish of Llandeilo-fawe, in the county of Carmarthen, and terminating at or near the town of Carmarthen, in the county of Carmarthen, which railway, and branch railway, are intended to pass from, in, through, or into the following parishes, townships, and extra-parochial, or other places, or some of them; that is to say; Saint John the Evangelist, chapelry of Saint Mary, in the parish of Saint John the Evangelist, Saint John the Evangelist Fennifach otherwise Vennyfach Llandefailog, Garthbeeny Llanfaes otherwise Saint David's, Cantref Llanspyddyd Penpont otherwise Capel Bettws Llanspyddud Ham Bologoed Modrith Battle Derynock Maescar Sewrey Glynn Dewynock Cray Llywell Schydach Trallon Devinoek Crayllywell Sclycleck otherwise Ysclycleck Tryammaur Tryanglaes Myddfai upper division, Myddfai lower division, Llanfaireay-bryn, Rhandie Abbott Rhandie Ucha Rhandie Issa Rhandie Ganol, all in the county of Brecon, Llandingat Llandoverly Llanfaireay forest, Telych Abergwilly Vanney Ystringilly Hengil Cruglas Glan Towey Llangwlad Monachty Lletherglan Egwd Hermin Lleckfrawth Miro's Llangathen Dryslwyn Tregynin Cwimgiffarnog Alltygear Blaewynys Llanberghlwyd Brynhafof Llanfihangelfach Cilfargen Llangyfeisant Llandeilo-faur Tyr Esgob Rhosman Llandeilo villa, Pentrecum lower Manordeilo, Cwrm Carllwyd upper Manordeilo, Treigb Taliarys Manorfabon, Llansadurn lower division, Llansadurn upper division, Llawurda Cillycum, Lower Llandingat Yysgiad Llandoverly Telych Llangynnor lower division, Llanynnor upper division, Llanarthney Michatan Treclas Mydafey Trechgwynnion Miawst Llanhigangel Aberbythych Kilgernant Berach Llan Llangadoc Dyffrn Candrych Above Saudde Myddfai lower division; Llandilofaur Pentre Cwn Trecastle Brynbeard Glynaman Llanfihangel Aberbythick Cathargoed Berach Cathilas Bringurnan Glyn Llandibie Derwydd Pistill Tyrosser Garn, Feremfawe; Piodan, Blanau Glyntai Bettws, lower division, Bettws, upper division, Llanedy Isochoed Gwili Lluchwe; Llanon; Goitre, Abergwilly, Naschurch, Llangwinor, Llandfali Myrther, Saint Peter's and Saint David's, all in the county of Carmarthen, Llangafelach, Parcel Mawr, Llandilo-Tallybont, Ywsiluchr Glymluchr, Brysceduin Gwillais-Tyrbremw, all in the county of Glamorgan; and that it is intended, by such Act or Acts, to incorporate a company or companies, with power to make and maintain the said railways and works, and to purchase, by compulsion or agreement, all houses and lands required for the same, and to vary or extinguish all existing rights and privileges connected with the said houses and lands, or which would in any manner interfere with the objects aforesaid, and to cross, divert, alter, or stop up, either temporarily or permanently, all such turnpike and other roads, railways, and canals, navigations, and streams, within the said parishes, townships, and extra-parochial and other places, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works, and to deviate in the construction of the said railways

from the line thereof, shown on the plans hereinafter mentioned, to the extent defined on the same, and to levy tolls, rates, and duties, for the use of the said railways, and to confer other rights and privileges: and notice is hereby further given, that duplicate plans and sections of the said intended railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to the said plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November instant, at the office of the Clerk of the Peace for the county of Brecon, at Brecon, in the said county of Brecon; at the office of the Clerk of the Peace for the county of Carmarthen, at Llandovery, in the said county of Carmarthen; at the office of the Clerk of the Peace of the county of Glamorgan, at Cardiff, in the said county of Glamorgan; 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 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 the respective parishes.

Dated this seventh day of November 1845.

Edward Merrick Elderton, 3, Lothbury,
Solicitor to the Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway or some part or parts thereof, with proper works and conveniences connected therewith, commencing at or near the port of Gainsborough otherwise Gainsburgh, upon or near the bank or wharf on the west side of the river Trent, in the parish of Beckingham, in the county of Nottingham, and terminating at or near the town of Belper in the parish of Duffield and county of Derby, and passing from, in, through, or into the following parishes, townships, and extra-parochial or other places or some of them, that is to say, Saunby, Bole, South Wheatley, North Wheatley, Hayton-cum-Tilne, Welham, Whinleys, Little Gringley, Welham, Clarendon otherwise Clarendon, East Retford Thrumpton, Ordsall, Eaton, Gainston, Elksley, Houghton, Bothamsall otherwise Bottamsall, Walsby-cum-Willoughby Boughton, Perlethorpe, Ollerton, Clipstone, Edwinstowe otherwise Edenstowe, Mansfield Woodhouse, Mansfield, East Retford, West Retford, Babworth, Whitehouses, South Retford, Thrumpton, Ordsall, Eaton, Perlethorpe Clumber-park in the parish of Worksop, Thoresby-house Carburton-chapel, Budby, Edwinstowe otherwise Edensstowe Market, Worsop with church, Worsop, Mansfield Woodhouse, Mansfield, Shegby, Hucknall under Huthwaite, Sutton in Ashfield, Kirkby in Ashfield, all in the county of Nottingham; south Normanton in the county of Derby, Pinxton in the county of Derby, and in the county of Derby and in the county of Nottingham, Selston in the county of Nottingham, Somercotes, Riddings, Swanwick, Alfreton otherwise Alfretingtune otherwise Elstretune, Ripley, Butterby Ironworks, Pentrich otherwise Pentridge, Heage, Morley-park Belper otherwise Beaureper, and Duffield, all in the county of Derby: and that it is intended by such Act or Acts to incorporate a company or companies with powers to make and maintain the said railways and works, and to purchase by compulsion or agreement all houses and lands required for the completion of the same, and to vary or extinguish all existing rights and privileges connected with the said

houses and lands, or which would in any manner interfere with the objects aforesaid, and to cross, divert, alter or stop up, either temporarily or permanently, all such turnpike or other roads, railways, canals, navigations and streams within the said parishes, townships, and extra-parochial and other places, as it may be necessary to cross, divert, alter, or stop up, for the purposes of the said works, and to deviate in the construction of the said railways from the line thereof shewn on the plans hereinafter mentioned to the extent defined on the same, and to levy tolls, rates, and duties, for the use of the said railways, and to confer other rights and privileges.

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, and of the lands proposed to be taken for the purpose thereof, together with books of reference to the said plans, containing the names of the owners or reputed owners, lessees or reputed lessees and occupiers of such lands will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Derby at Chesterfield in the said county of Derby, with the Clerk of the Peace, at his office at Newark, in the said county of Nottingham for the county of Nottingham, and with the Clerk of the Peace and Town Clerk of the town and county of Nottingham, at his office in the said town of Nottingham, and that a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in and through which the said intended railway and works are intended to be made, will be deposited on or before the thirty-first day of December next, with the Parish Clerks of each of the said several parishes.

Dated this seventh day of November 1845.

Edward Merrick Elderton, 3, Lothbury,
Solicitor to the Bill.

Manchester Fire and Life Assurance 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 for incorporating a company called the Manchester Fire and Life Assurance Company, or to enable the said company to sue and be sued in the name of the secretary, or clerk, or other officer, or any one of the directors for the time being of the said company, and to grant other powers and privileges to the said company; and in which Bill all proper and necessary provisions are intended to be inserted for effecting all or any of the purposes aforesaid.

Dated this eleventh day of November, 1845.

Taylor and Son, Solicitors, Manchester.

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 incorporating a company to be called the "Huddersfield, Holmfirth, and Upper Hagbrigg Fire and Life Insurance Company," or for enabling the said company to sue and be sued in the name of the secretary or clerk, or other officer, or any one of the directors for the time being, of the said company, and to grant other powers and privileges to the said company; and in which Bill all proper and necessary provisions are intended to be inserted for effecting all or any of the purposes aforesaid.

Dated this eleventh day of November 1845.

C. S. Floyd, Huddersfield,
J. and W. Sykes, Milns Bridge and Kirkbarton.

Folkestone Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter, amend, and enlarge the powers and provisions of an Act passed in the thirty-sixth year of the reign of His Majesty King George the Third, intituled "An Act for paving, repairing, and cleansing the highways, streets, and lanes, in the town of Folkestone and liberty thereof, in the county of Kent, and for removing and preventing nuisances and annoyances therein," or to repeal the said Act, and to grant other and more effectual powers and provisions in lieu thereof:—In which Bill provision is intended to be made for making new streets, and for better paving, repairing, cleansing, watering, lighting, regulating, widening, and otherwise improving the several existing streets, passages, roads, and other places within the said town and liberty of Folkestone, now called the borough of Folkestone, and also within the parish of Folkestone, in the said county of Kent, and for removing and preventing obstructions, encroachments, nuisances, and annoyances, in the said borough; and also in the said parish; and for improving and regulating the present markets and market-places, and for erecting and establishing new markets and market-places, in the said borough, and also in the said parish, and for the compulsory purchase of houses, lands, tenements, and hereditaments within the said borough and parish, for the purposes before-mentioned, or some of them.

And notice is hereby also given, that in the said Bill powers will be contained for extending the provisions of the said Act, and of the intended Bill, to the parish of Folkestone, as well as to the said borough, (except with reference to the rates on coals, coke, and culm, by the said Act, authorized to be levied): And for making and levying new charges, tolls, rates, duties, or assessments, within the said borough and parish; and for altering the several existing charges, tolls, rates, duties, and assessments, by the said Act, authorized to be collected and made, and for conferring, varying, or extinguishing exemptions from payment of charges, tolls, rates, duties, or assessments, and other rights or privileges. And in the said Bill powers will be contained for raising such sums of money as may be requisite for carrying into effect the powers, directions, and objects of the said recited Act and intended Bill; together with all other powers and provisions which are usual, or may be deemed necessary or expedient with reference to the several matters or things hereinbefore mentioned or referred to.—Dated this 22nd day of October 1845:

Ralph Thomas Brockman, Solicitor,
Folkestone.

Wolverhampton General Cemetery Company.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for a Bill for an Act to construct, erect, or make, establish, and maintain a cemetery or burial ground, with all necessary chapels, offices, and buildings, and other works necessarily connected therewith, in the parish of Wolverhampton, in the county of Stafford, on the several closes, pieces, or parcels of land, and premises, situate in the township and parish of Wolverhampton, in the said county of Stafford, known by the several names, and containing the several quantities following (that is to say), First Horsehills, containing seven acres, two roods, and three perches and one half, or thereabouts; Big Horsehills, containing ten acres, two roods, and twenty-eight perches, or thereabouts; and plantation, containing one acre and nine perches, or thereabouts, all which said several closes, pieces, or parcels of land, and premises adjoin together, and contain in the whole nineteen acres, one rood, and half a perch, or thereabouts, and belong to the Reverend John Louis Petit, Clerk, he being seized or entitled to the fee and inheritance thereof, subject as to a part or parts of the same closes, pieces, or parcels of land and premises, to an estate for life therein; of or to which Louis Hayes Petit, Esq. is or claims to be seized or entitled; all which said closes, pieces, or parcels of land and premises are now in the occupation of Joseph Ash, and are bounded on the north west by the turnpike road leading from Compton, in the parish of Tettenhall, in the county of Stafford, to Wolverhampton aforesaid; on the north east and on the south east by land belonging to the said John Louis Petit, and now in the occupation of the said Joseph Ash; and on the south west by a road or way leading from the said turnpike road to Merridale, in the said township of Wolverhampton, in the said county of Stafford.

And notice is hereby further given, that it is also intended to apply to Parliament in the next session to obtain powers, under the said intended Act, for the compulsory purchase of the said three closes, pieces, or parcels of land and premises hereinbefore described, for the purposes of the said cemetery or burial ground and works connected therewith, and to vary or extinguish all or any rights or privileges in any manner connected with or incidental to such land and premises, and also to divert, alter, widen, or stop up all such roads, lanes, paths, and streams within or adjacent to the said limits hereinbefore specified, as it may be necessary or expedient to divert, alter, widen, or stop up for the purpose of the said intended cemetery or burial ground and works connected therewith, and also to make all necessary communications from the said cemetery or burial ground, or any part thereof; to or into the said turnpike road leading from Compton aforesaid to Wolverhampton aforesaid, and to or into the said road or way leading from the said turnpike road to Merridale aforesaid, and all which said intended roads or communications are within

the said township and parish of Wolverhampton, in the said county of Stafford.

And notice is hereby further given, that it is intended to apply to Parliament in the next session for compulsory powers, under the said intended Act, to prohibit burials from and immediately after the said intended cemetery shall be opened for public use, or from some other period, in the whole, or some or some part of, and either altogether or partially, and subject to certain regulations, and either for ever or for some certain specified time, the several churchyards, graveyards, or other burial places, of, in, attached, or belonging to the several churches of Saint Peter otherwise the Collegiate Church, Saint John, and Saint George, all in Wolverhampton aforesaid, and all in the said county of Stafford, and also of, in, attached, or belonging to the chapels belonging to or used by the congregation of persons professing the Roman Catholic Faith, and the denomination of Dissenters, known as Baptists, both in the said township and parish of Wolverhampton, in the county of Stafford aforesaid, and also all other burial places or graveyards (if any), situated within the said township of Wolverhampton, in the said county of Stafford, and further that such (if any) of the said churchyards, or other burial places, or graveyards, or such parts thereof in which burials shall not be prohibited, may be made subject to certain regulations in respect of the burials which shall be permitted to take place therein.

And notice is hereby further given, that it is intended, under and by virtue of the said intended Act, to incorporate a company for the purpose of executing and carrying into effect the powers and objects aforesaid, and to obtain powers for the said company to levy fees, tolls, rates, and duties for and in respect of the burial of the dead within the said intended cemetery or burial ground, or in any part thereof, and for and in respect of the use of the said cemetery or burial ground, or any part thereof, or any chapels or chapel, or buildings, or other work connected therewith, and to confer such rights and privileges in respect thereof, as to the said company shall seem fit; and also to take all the necessary and usual powers in the said intended Act to enable the said company to make, maintain, regulate, and carry on the said cemetery, and manage the concerns thereof.

And notice is hereby further given, that it is intended to apply to Parliament in the next session, for power, under the said intended Act, to enable the said company, if they shall think expedient, to erect and construct houses or buildings for the reception of the dead previous to interment; and to provide men and carriages, hearses, horses, coffins, and all other matters, materials, work, labour, and attendance at the houses where dead bodies may be lying, and thence from, to, and at the said cemetery or burial ground, or any work connected therewith, which may be requisite or necessary

for the due and decent interment of the dead, and for the performance of funerals or funeral ceremonies or obsequies, and levy such fees, tolls, rates, or duties in respect thereof, and make such charges therefor as to the said company may seem fit.

And notice is hereby further given, that it is intended to apply to Parliament in the next session, to prohibit under the said Act the constructing, making, or establishing of any new cemetery, grave yard, or burial ground, within the said township of Wolverhampton, other than the said intended cemetery or burial ground, for which powers are intended to be taken under the said intended Act.—Dated the fifth day of November 1845.

Price, Deakin, and Dent, } Joint
Alfd. H. Browne, } Solicitors.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of two Acts, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, the one intituled "An Act for making a railway from a place, in the parish of Bole, in the county of Nottingham, near to the town and port of Gainsborough, to the town and port of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, with branches to the district or place called New Holland, and to the town of Market Rasen, to be called 'The Great Grimsby and Sheffield Junction Railway,'" the other intituled "An Act 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 in such Bill it is intended to authorize the amalgamation of the said railway and docks and other works, and to vest the same in one company, and to give to and confer upon such company all the powers, rights, and privileges at present possessed, or which may be exercised by the Great Grimsby and Sheffield Junction Railway Company and the Grimsby Dock Company by virtue of such Acts, or otherwise; and it is intended to confer upon such amalgamated company the power of taking tolls, rates, and duties for the use of the railway, docks, and other works, vested in the said companies, or authorized to be constructed by such Acts, or by any other Act or Acts which may be hereafter passed; and for the purpose of such amalgamation it is intended, if necessary or desirable, to repeal the said Acts, or one of them, and to obtain other powers in lieu thereof, and to make any alterations which may be deemed advisable in the rates, tolls, and duties by such Acts respectively authorized to be taken.—Dated this 21st day of October 1845.

Haywood, Bramley, and Gainsford, } Solicitors.
Smith and Hinde, }
Geo. Babb, }

Norfolk Railway Extensions.

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, if necessary, to repeal some of 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 present 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 it is also intended, by the said Act or Acts, to empower the Norfolk Railway Company to make and maintain a branch railway or railways, with all proper works and conveniences connected therewith, commencing by a junction in the parishes or townships of Stowmarket and Stowupland, or one of them, in the county of Suffolk, with the line of railway from Ipswich to Bury Saint Edmunds, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, and terminating by two separate connexions with the Norfolk Railway, one thereof in the parish of Attleborough, and the other thereof in the parishes of Wymondham and Besthorpe, or one of them, all in the said county of Norfolk, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, or through the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Stowmarket, Stowupland, Creeting Saint Peter otherwise West Creeting, Haughley, Old Newton, Dagworth, Gipping, Little Stonham, Earl Stonham, Mendlesham, Wetheringsett, Brockford otherwise Brockford-cum-Wetheringsett, Thwaite, Wickham Skeith, Stoke Ash, Braiseworth, Thorndon, Occold, Eye, Yaxley, Hoxne, Oakley, Broome, Thrandeston, Stuston, and Palgrave, in the county of Suffolk; and Diss, Frenze, Roydon, Bressingham, Burston, Shelfanger, Tibbenham, Winfarthing, Banham, Carlton Rode, New Buckenham, Old Buckenham, Bunwell, Attleborough, Besthorpe, Wymondham otherwise Windham, Sutton Wattlefield, Silfield, and Market-street, in the county of Norfolk; and also another branch railway, with all proper works and conveniences connected therewith, 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 to the town of Wells, in the parish of Wells next the Sea, in the same county, or com-

mencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, 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 another 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 parishes of Warham All Saints, Warham Saint Mary the Virgin, and Saint Mary Magdalen, and Wighton, 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, in the said county of Norfolk, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, 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, Warham Saint Mary the Virgin, and Warham Saint Mary Magdalen, Warham All Saints, Wighton, Stiffkey, Bingham, Cockthorpe, Morston, Langham, and Blakeney, otherwise Snitterley, or some of them, in the county of Norfolk; also another branch railway, with all proper works and conveniences connected therewith, commencing by a junction with the Norfolk Railway, in the parishes of Saint Peter Thetford and Saint Cuthbert Thetford, or one of them, both in the county of Norfolk, and terminating by a junction with the line of the Lowestoft Railway, in the parishes of Reedham, Raveningham, and Norton Subcourse, or some or one of them, all in the county of Norfolk, or commencing and terminating at some intermediate point or points between the points of commencement and termination hereinbefore specified, and passing from, in, through, or into the several parishes, townships, extra-parochial or other places, or some of them, following, that is to say, Barnham Saint Gregory, Barnham Saint Martin, Saint Peter Thetford, Saint Mary Thetford, Saint Cuthbert Thetford, the Place Farm, Euston, Fakenham Parva, Rushford otherwise Rushford

with Snarehill, Knettishall, Market Weston, Coney Weston, Hopton, Thelnetham, Hinderclay, Redgrave, Wortham, Palgrave, Thrandeston, Stuston, Broome, Oakley, Hoxne, Syleham, Wingfield, Weybread, Mendham, Sandcroft otherwise Saint Cross otherwise Saint George South Elmham, Homersfield, Flixton, Stow-fen, Outney-common otherwise Bungay-common, the Holy Trinity Bungay, Saint Mary Bungay, Mettingham, Shipmeadow, Barsham, Ringsfield, Weston, Beccles, Ingate next Beccles, Worlingham Saint Peter otherwise Little Worlingham, Worlingham Saint Mary otherwise Great Worlingham, in the county of Suffolk; and Saint Peter Thetford, Saint Mary Thetford, Saint Cuthbert Thetford, Great Snarehill, Little Snarehill, Kilverstone, Brettenham, Rushford otherwise Rushford with Snarehill, Riddlesworth, Gasthorpe, Garboldisham, Blo' Norton, North Lopham, South Lopham, Bressingham, Roydon, Diss, Frenze, Scole otherwise Osmondston, Thorpe Parva, Billingford, Thorpe Abbots, Brockdish, Rushall, Needham, Starston, Mendham, Wortwell, Redenhall with Harleston, Aldburgh, Denton, Earsham, Ditchingham, Broome, Ellingham, Geldeston, Windell, Winston, Gillingham All Saints, Gillingham Saint Mary, Aldeby, Toft Monks, Chedgrave, Wheatacre All Saints, Wheatacre Burgh otherwise Bargh Saint Peter, Haddiscoe, Thorpe next Haddiscoe, Raveningham, Reedham, Heckingham, Loddon, Thurlton, and Norton Subcourse, in the said county of Norfolk; and also to extend the line of the said Norfolk Railway from or from near the present termination thereof, in the parish of Runham, in the county of Norfolk, across the river Bure, in or through the several parishes, townships, extra-parochial and other places of Runham and Great Yarmouth, in the county of Norfolk, and Southtown otherwise Little Yarmouth, and Gorleston, in the county of Suffolk, and the several extra-parochial places in the counties of Norfolk and Suffolk, to or near to the jetty, in the borough and parish of Great Yarmouth, in the said county of Norfolk, or to some intermediate point, and to construct all necessary stations, depots, and other works and conveniences in connection with the line so extended.

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, extended railway, 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 extended railway, and other works, respectively, and to grant certain exemptions from the payment of such tolls, rates, or duties.

And it is also intended, by such Act or Acts, to enable the said Norfolk Railway Company to purchase or rent the Lowestoft Railway and Harbour, authorized to be made by an Act, passed in the last session of Parliament, intituled "An Act for making a railway from Lowestoft, in the county of Suffolk, to the Yarmouth and Norwich Railway, at Reedham, in the county of Norfolk, and for improving the harbour of Lowestoft," together with all or any of the rights, powers, and privileges conferred by such Act on the company thereby incorporated, and to alter, amend, enlarge, and repeal some of the provisions of such Act.

And it is also intended, by such Act or Acts, to enable the said Norfolk Railway Company to purchase or rent the projected railways hereinafter mentioned, or some of them, or some part or parts thereof, if the same or such part or parts shall be sanctioned by an Act or Acts of Parliament to be passed in the next session; that is to say, a railway from Norwich to East Dereham, in the county of Norfolk; a railway from Norwich to North Walsham, and to Aylsham, both in the county of Norfolk; and also a railway from Ipswich, through Bungay, to Norwich, together with all the rights, powers, and privileges to be conferred by the Act or Acts relating to such railways, respectively, and to increase the capital of the said company for the purposes aforesaid.

And it is further proposed, by the said intended Act or Acts, to alter and amend some of the powers and provisions of an Act, passed in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act for building a bridge over the river Bure, from Runham to Great Yarmouth, in the county of Norfolk, and to alter or vary the tolls and rates authorized to be taken under the said Act, and to grant or confer certain exemptions from the payment thereof, and other rights and privileges in reference to the use of the said bridge.

And notice is hereby further given, that plans and sections, describing the lines and levels of the said proposed branch railways and extended railway 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 in the present year, with the Clerk of the Peace for the county of Norfolk, at his office in Aylsham; and with the Clerk of the Peace for the county of Suffolk, at his office at Bury Saint Edmund's; 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 and extended

railway 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 twenty-third day of October 1845.

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

Nottingham and Gainsborough 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, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, the main line of railway to commence in the parish of Saint Mary, in the town and county of the town of Nottingham, at or near the Midland Counties Railway Station there, by a junction with the line of the Midland Counties Railway, or by an independent terminus, and to terminate at or near Gainsborough otherwise Gainsburgh, in the parish of Gainsborough otherwise Gainsburgh, in the parts of Lindsey, in the county of Lincoln, and also in the parish of Bole, in the county of Nottingham, or in either of such places, by a junction with the authorized line of the Great Grimsby and Sheffield Junction Railway, or by an independent terminus there; and the said branch railway will commence from the said main line at or near the parish of Bole, in the county of Nottingham, and terminate at or near the Trent Port Inn, in the parish of Saundby, in the said county of Nottingham, near the bridge over the river Trent, at Gainsborough otherwise Gainsburgh aforesaid; which said railway, branch, and works will pass and be made from, in, through, into, or over the several parishes, townships, townlands, and extra-parochial and other places following, or some of them, that is to say, Saint Mary, in the said town and county of the town of Nottingham; the liberties of the castle of Nottingham, in the county of Nottingham; the King's Meadows, Lenton, Wollaton, Radford, Basford, Bilborough, Cinder-hill, Nuttall otherwise Nuthall, Greasley, Nether Hemsall, Upper Hemsall, Hemsall otherwise Hemsall otherwise Hemsall otherwise Hemshill, Bulwell, Hucknall, Torkard, Arnold, Bestwood otherwise Beskwood-park, Linby, Papplewick, Newstead, Calverton, Blidworth, Haywood Oakes, Bauker, Oxtan, Farnsfield, Upper Hexgreave otherwise Hexgrave, Lower Hexgreave otherwise Hexgrave, Hexgrave or Hexgreave-park, Southwell, Bilsthorpe, Kirkington, Belle Eau Park, Eakring, Rufford, Kneesall, Ompton otherwise Almp-ton, Wellow Laxton otherwise Lexington, Boughton, Kirton, Egman-ton, Walesby, Bevercoates, Tuxford, Milton Markham-Clinton otherwise West Markham otherwise Little Markham, Bottomsall otherwise Botham-sell, East Markham, Markham-moor, West Dray-ton, Askham, Rockley, Gamson otherwise Gam-son, Eaton, Thrumpton, Whitehouses, Ordsall, Elms, East Retford, South Retford, Moor-gate,

West Retford, Clareborough otherwise Charbo-rough, Spittle-hill, Bolham, Little Gringley, Wel-ham, Hayton, North Wheatley, South Wheatley, Sturton-le-Steeple otherwise Sturton in the Clay, Fenton, Littleborough; West Burton, Bole, North Leverton, South Leverton, Saundby, and Becking-ham, in the county of Nottingham; and Lea and Gainsborough otherwise Gainsburgh in the parts of Lindsey, in the county of Lincoln.

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, streets, rivers, streams, sewers, canals, navigations, railways, or tramroads within the said parishes, townships, 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 works.

And notice is hereby further given, that duplicate plans and sections of the said railway, branch, and works, together with books of reference thereto, 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 on the High-pavement, in the said town; with the Clerk of the Peace for the county of Nottingham, at his office at Newark-upon-Trent, in the said county; and with the Clerk of the Peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby, in the said county of Lincoln, 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 railway, branch, 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 all right and interest 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 railway, branch, 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, branch, and works, or any part of the same, or the tolls thereof, to any railway company or companies or persons with whose line the said intended railway, branch, and works may unite, or to any other com-

pany legally authorized, and to delegate to such company or companies or persons the execution of all or any of the powers of the said intended Bill or Bills, and to authorize the same 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 of the said intended railway, branch, and works, or any part thereof, and to purchase, rent, work, or construct the said intended railway, branch, 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 said companies hereby proposed to be incorporated, and any such other companies or persons 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 railway, branch, and works, and to take tolls in respect thereof.—Dated this 31st day of October 1845.

Freeth and Rawson, Solicitors,
Nottingham.

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, together with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the London and Birmingham Railway, in the parish of Rugby and county of Warwick, and terminating by a junction with the line of the Syston and Peterborough branch of the Midland Railway, as at present authorized to be made, in the parish of South Luffenham and county of Rutland; which said intended railway, and other works connected therewith, are proposed to 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), Rugby, Churchover, Brownsover, Newton and Biggin, and Clifton, otherwise Clifton upon Dunsmore, in the county of Warwick; Catthorpe, Swinford, Westerill and Star-more, South Kilworth, North Kilworth, Husbands Bosworth, Theddingworth, Lubenham, Bowden Magna otherwise Great Bowden, Market Harborough, Saint Mary in Arden, Church Langton, Thorpe Langton, East Langton, Welham, Slawston, Medbourne, Drayton, Brighthurst, Welford and Easton Magna otherwise Great Easton, in the county of Leicester; Theddingworth, Lilbourne, Stanford, Claycoton, Welford, Marston Trussel, Thorpe Lubenham, East Farndon, Bowden Parva otherwise Little Bowden, Saint Mary, Saint Nicholas, Saint Mary in Arden, Dingley, Sutton Basset, Weston otherwise Weston by Welland, Brampton Ash, Stoke Albany, Ashley, Wilbarston, East Carlton, Cottingham, Middleton, Gretton, Thorpe-by-Water, and

Harringworth, in the county of Northampton; and Caldecot, Seaton, Lyddington, Thorpe-by-Water, Barrowden, Morcott, North Luffenham, and South Luffenham, in the county of Rutland.

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 also intended, by such Act or Acts, either to enable the London and Birmingham Railway Company to carry into effect the said intended undertaking, or otherwise to incorporate a company for the purpose of carrying the same into effect, and to take powers for the purchase of lands, by compulsion or agreement, for the purposes thereof, and for levying tolls, rates, and duties in respect 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 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 it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such company to sell or let and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connection therewith or in relation thereto, to the said London and Birmingham Railway Company, and to enable the said last-mentioned company to purchase or rent the said intended railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said London and Birmingham Railway Company and the company which may be so incorporated as hereinbefore mentioned.

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

Oakham; and with the Clerk of the Peace for the county of Leicester, at his office in Leicester; 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 thirtieth day of October 1845.

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

Metropolitan Sewage Manure Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts for constructing, laying down, and maintaining reservoirs, aqueducts, cuts, pipes, engines, and other works and conveniences, within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say; Saint Margaret Westminster, Saint John the Evangelist Westminster, Saint George Hanover-square, Saint Luke Chelsea, Upper Chelsea, Brompton, Saint Mary Abbots Kensington, the Palace Precincts Kensington, Fulham, Hammersmith, Chiswick, New Brentford, Hanwell, Ealing, Old Brentford, Isleworth, Hounslow, Heston, Feltham, Bedfont otherwise East Bedfont, Stanwell, Ashford, and Staines, all in the county of Middlesex; and Egham, in the county of Surrey, for the purposes of collecting, impounding, and carrying away the sewage water, flowing through certain drains and sewers, under the jurisdiction and controul of the commissioners of sewers for the city and liberty of Westminster, and part of the county of Middlesex, and called or known as the King's Scholar's Pond and Ranelagh Sewers, and also the sewer described in the map of the said commissioners as number thirty-two (being a collateral sewer on the west side of the King's Scholar's Pond Sewer), and also the sewer described in the map of the said commissioners as number thirty-three, and known as the New Ranelagh Road Outlet, and of distributing the same for agricultural purposes.

And it is proposed, by the said intended Act or Acts, to incorporate a company for the purposes aforesaid, with power to purchase lands and houses by compulsion or agreement, and to open or break up, either compulsorily or otherwise, the soil or pavement of all such roads, sewers, streets, and public or private ways, within the several parishes, townships, and extra-parochial places aforesaid, or some of them, which it may be necessary to open or break up, for the purpose of laying down thereunder mains or pipes, or of otherwise carrying into execution the objects aforesaid; and further to obtain powers for selling the sewage water so collected, impounded, and carried away, and for recovering all sums due from time to time to the said company for the same.

And it is also proposed, by the said Act or Acts, to alter, vary, or extinguish all rights and privileges connected with the lands and houses, sewers, streets, roads, and ways so proposed to be purchased or used, as would in any manner impede or interfere with the construction or maintenance of the said intended works, or any of them, and to confer other rights and privileges.

And notice is hereby further given, that plans and sections of the proposed works, with books of reference thereto, will, on or before the thirtieth day of November in the present year, be deposited, for public inspection, with the Clerk of the Peace for the city of Westminster, at his office, No. 17, Carlisle-street, in the parish of Saint Anne, Soho, in the liberty of Westminster; with the Clerk of the Peace for the county of Middlesex, at his office in the Sessions House, Clerkenwell, in the said county of Middlesex; and also 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 on or before the thirty-first day of December in the present year, a copy of so much of the said plans, sections, and books of reference as relates to the several parishes within which the said works are intended to be made, will be deposited with the parish clerks of such parishes respectively, at their respective places of abode.—Dated this fourth day of November 1845.

Bailey, Shaw, and Smith, 5, Berners-street.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill for establishing, constituting, and maintaining a Court for the recovery of Small Debts, within and for the several parishes of Ashill, Broadway, Buckland Saint Mary, Chaffcombe, Chard borough, Chard parish, Chillington, Combe Saint Nicholas, Crewkerne, Cricket Malherbie, Cricket Saint Thomas, Cudworth, Dinnington, Donyatt, Dowlish Wake otherwise East Dowlish, West Dowlish, Hinton Saint George, Ilminster, Ilton, Kingstone, Knowle Saint Giles, Lopen, Merriott, Seavington Saint Mary, Seavington Saint Michael, Shepton Beauchamp, Stocklinch Magdalen, Stocklinch Ottersey, Wayford, White-lackington, Whitestaunton, and Winsham, and the several townships, villages, and hamlets, within the said parishes, all situate in the county of Somerset, and the several parishes of Thorncombe, Hawkchurch, Chardstock, Burstock, Bettiscombe, Pillesdon otherwise Pilsdown, Wambrook, and Broadwinsor, and the several townships, villages, and hamlets, within the said parishes, all situate in the county of Dorset, and the several parishes of Yarcombe and Membury, and the several townships, villages, and hamlets, within the said parishes, all situate in the county of Devon; in which Bill provision will be made for limiting, fixing, and regulating the fees, rates, and charges, to be taken and made by the officers of the said Court.—Dated this fifth day of November 1845.

*William Donnett, Chard, Somerset,
Solicitor for the intended Bill.*

East Lincolnshire 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 other works 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 or near the town of Great Grimsby, in the parish of Great Grimsby, in the county of Lincoln, both by a junction with a railway now in the course of construction, to be called the Great Grimsby and Sheffield Junction Railway, and also by an independent terminus there, or one of them, and terminating in or near the town of Boston, either in the hamlet of Skirbeck Quarter, in the parish of Skirbeck, or in the parish of Boston, in the said county of Lincoln, 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; Great Grimsby, Grimsby Abbey, Wellow, Clee, Wellow Weelsby, Cleethorpes, Thrunscoc, Itterby, Oole, Peaks Closes, Peaks, Little Coates, Scarthoe, Scarthoe cum Cleethorpes, Humberstone, Humberstone Grange, Waltham otherwise Whattam, Holton-le-Clay, Tetney, Tetney Grange, Wathall, Tetney cum Holton, Waithe otherwise Waythe, Waithe Mill, Grainsby, Grainsby Healing, Grainsby Holme, North Thoresby, Thoresby Fen, North Coats, Fulstow, Ludboro' otherwise Ludborough, Covenham Saint Mary, Covenham Saint Bartholomew, Utterby, North Ormsby otherwise Nun Ormsby, Fotherby, Little Grimsby, North Elkington, South Elkington, Brackenboro' otherwise Brackenborough, Agthorpe otherwise Ackthorpe, Fanthorpe, Keddington, Louth, Louth Park, Stewton, Hallington, Raithby cum Hallington, Tathwell, Legbourne, Little Cawthorpe, North Reston, South Reston, Haugham, Muckton, Authorpe, Burwell, Tothill, Withern, Belleau, Aby, Greenfield, Woodthorpe, Claythorpe, South Thoresby, Swaby, Haugh, Saleby, Thoresthorpe, Rigsby, Ailby, Totheby, Bilsby, Alford, Well, Farlsthorpe, Willoughby with Sloothby, Sloothby, Mawthorpe, Hasthorpe, Bonthorpe, Claxby, Skendleby, Welton in the Marsh, Boothby, Orby, Candlesby, Gunby, Bra-toft, Burgh in the Marsh, Monkthorpe otherwise Munthorpe, Great Steeping, Irby, Little Steeping, Firsby, Hagnaby, the East Fen, Halton Hologate, Halton Hologate Fen Allotment, Thorpe, Thorpe Fen, the Royalty Lands, East Ville, Leake, Leake Fen Allotment, Wainfleet Saint Mary, Wainfleet All Saints, Friskney, Midville, Butterwick, Butterwick Fen Allotment, Wrangle, Wrangle Fen Allotment, Leverton, Leverton Fen Allotment, Benington, Benington Fen Allotment, Sibsey, Sibsey Fen Allotment, Frith Bank, Frithville, Frieston, Frieston Fen Allotment, Fishtoft, Fishtoft Fen Allotment, Skirbeck, Skirbeck Fen Allotment, Boston, Boston West Allotment in the East Fen, and Boston East Allotment in the East

Fen, in the parts or division of Lindsey, in the said county of Lincoln; and Leak, Wrangle, Leverton, Benington, Butterwick, Frieston, Fishtoft, Skirbeck, Boston, Boston East, Boston West, Witham Marsh, and Skirbeck Quarter, in the parts or division of Holland, in the said county of Lincoln.

And it is also intended, by such Act or Acts, 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 or for the purpose 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 notice is hereby further given, that maps or plans and sections, describing the line or situation and levels of the said intended railway 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 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 division of Lindsey, in the county of Lincoln, at his office in Spilsby, in the said county; and with the Clerk of the Peace for the division of Holland, in the same county of Lincoln, at his office in Spalding, 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 railway and other 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 first day of November 1845.

<i>Burchell, Kilgour, and Parson,</i>	} Joint Solicitors.
<i>Baxter, Rose, and Norton,</i>	
<i>R. and E. Baxter,</i>	
<i>Hollway and Harwood,</i>	
<i>Pye and Waite,</i>	
<i>W. H. Daubney,</i>	

Derbyshire, Staffordshire, and Worcestershire
Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a railway, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith; commencing near the Gas-works in the township of Uttoxeter, in the parish of Uttoxeter, in the county of Stafford, by a junction there with a proposed direct railway from Huddersfield to Dudley, and terminating in the parish of Dudley, in the county of Worcester, by a junction there with a proposed railway, called the Oxford, Worcester, and Wolverhampton Railway; and which said first-named railway, and the works and conveniences connected therewith respectively, will pass or be made from, in, through, or into the several parishes, townships, townlands, extra-parochial or other places following, or some of them that is to say; Uttoxeter, Uttoxeter Woodlands, Stramshall, Newland, Loxley, Bramshall, Leigh, Kingston, Bold otherwise Booth, Gratwich, Gayton, Stowe, Blithfield, Blithfield with Newton, Chartley Newton, Admaston, Abbots Bromley, Colwich, Colton, Great Haywood, Little Haywood, Haywood, Wolsley, Moreton, Lea, Grindley, Stowe with Chartley, Amerton, Chartley, Hixon, Hamstall Ridware, Mavesyn Ridware, Hill Ridware, Armitage, Armitage with Handsacre, Rugeley, Penkridge, Huntingdon, Hednesford, and Leacroft, Cannock Chase Cannock, Norton Canes otherwise Norton-under-Cannock, Great Wyrley, Little Wyrley, Cheslyn Hay, Essington, Pelsall, Wolverhampton, Rushall, Bushbury, Bloxwich otherwise Great Bloxwich, Great Bloxwich, Little Bloxwich, Bloxwich Harden, Bescot, Saint Edmund Dudley, Saint John Dudley, Saint Andrew Dudley, the Priory, Dudley and Dudley Race-course, Darlaston, Bentley, borough of Walsall, foreign of Walsall, Wednesbury, Westbromwich, and Tipton, all in the county of Stafford; and also Dudley, Dudley-port, and Dudley Castle-grounds, and Dudley Castle and grounds, Dudley Castle and precincts, Dudley, Saint Edmund Dudley, Saint John Dudley, Saint James Dudley, Saint Andrew Dudley, Saint Thomas Dudley, the Priory Dudley, Dudley Race-course, and Dudley-park, all in the county of Worcester.

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

of the parishes from, in, through, or into which the said intended works, or any of them, will be made or pass, will be deposited, for public inspection, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act or Acts, to incorporate a company or companies for the purpose of making, maintaining, working, and using the said railway, 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 and works, from the line or lines thereof respectively, as delineated on the said plans so intended to be deposited as aforesaid, to such extent as will be defined upon such plans.

And further notice is hereby given, that it is proposed, by the said intended Act or Acts, to give the company thereby incorporated power to stop up, alter, and divert, to the extent shown on the said plans intended to be deposited as aforesaid, all such highways, turnpike and other roads, tramroads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to interfere with, alter, or divert for the purpose of making and maintaining, or more conveniently making or maintaining, or using the said railway, to be authorized by the said Act or Acts, or any of the works or conveniences connected therewith.

And it is further intended to apply for and obtain powers, in the said Act or Acts, to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the first-mentioned proposed undertaking, and to let on lease or sell the said intended railway and any other works, and any part 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 any part thereof.

And also to authorize the company to be incorporated, by such Act or Acts, or such united or amalgamated company, or any other company or companies, party or parties, to enter into such

mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works.

Dated this sixth day of November 1845.

John Owens, Solicitor, 35, Moorgate-street, London.
William Arnold Bainbrige, Solicitor, Uttoxeter.

Birmingham and Manchester 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 some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, commencing at or near a certain place or street, called Constitution-hill, in the parish of Birmingham, and county of Warwick, and terminating at or near the village of Upper Tean otherwise Over Tean, in the township of Upper Tean otherwise Over Tean, in the parish of Checkley, in the county of Stafford, where it is intended to form a junction with a proposed railway, called the Direct London and Manchester Railway; and which said first-mentioned railway, 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, 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, Nineveh, Bishop Ryder's Church Birmingham, Aston juxta Birmingham, Manor of Aston juxta Birmingham, Aston Villa, Lozell's-lane, Denton, Bordesley, Holy Trinity Bordesley, Saint Andrews Bordesley, Duddeston and Nichells, Saint Matthew Duddeston and Nichells, Saltby, Saltby and Washwood, Washwood-heath, Little Bromwich, Castle Bromwich, Small-heath, Ward-end, Erdington, Gravelly-hill, Park-hall, Oscott New College, Lower Witton, Upper Witton, Over Witton, Stockland-green, The Coldfield, Sutton-park, Sutton Coldfield, Great Sutton, Little Sutton, Hill Oak otherwise Hill Hook, all in the county of Warwick; and Handsworth, Saint James Handsworth, Saint Mary's Handsworth, Bristnel's-end, Brichfield, Perry, Perry Barr, Great Barr, Thorne-hill, Queaslet otherwise Queeslet, Hardwick, Oscott, Little Aston, Aldridge, Shenstone, Mill-green, Stonnall Chapel, Lower Stonnall otherwise Lower Stonnall and Thornes, Upper Stonnall otherwise Over Stonnall, Stonnall Lynn, Hilton, Bulmore-lane, Ogle Hay, Fotherly, Shenstone-park, Chesterfield, Saint Michael, Wall, Streetway Road, The Wall, Wall Butts otherwise Wall Budds, and Hammerwich, all in the county of Stafford; and Saint Michael's Stowe otherwise

Saint Chads, Greenhill, St. Chads Wall, St. Mary's Lichfield, the city of Lichfield, the Close Lichfield, the Cathedral Close of Lichfield, the Close of the Cathedral Church of Lichfield, and the Friary, within the city and county of the city of Lichfield; and Yoxall, Morrey other Murrey, Bromley Regis otherwise King's Bromley, Curborough with Elm-hurst, Farewell with Chorley, Burntwood, Ham-stall, Nethertown, Hill Ridware, Mavesyn Rid-ware, Pipe Ridware, Blithbury, Longdon other-wise Long, Armitage, Armitage with Handsacre, Handsacre, Hamley Heath, Brereton, Boothhurst, Rugeley, Colton, Chartley, Hixon, Haywood, Col-wich, Great Haywood and Little Haywood, Wols-ley, Moreton, Booth otherwise Bold, Blithfield Blithfield with Newton, Admaston, Abbots Brom-ley, Blithbridge, Loxley, Willslock, Kingston, Leelane, Uttoxeter, Chartley Bromley Hurst, Bagots Bromley, Fradswell, Chartley Lodge, Stowe, Drointon, Lea, Grindley, Amerton, Coton, Gratwich, Bromshall otherwise Bramshall, Mil-wich, Leigh, Middleton Green, Great Bromshall otherwise Great Bramshall, Little Bromshall other-wise Little Bramshall, Withington, Field, Fole, Church Leigh, Upper Leigh, Lower Leigh, Dods-ley, Nobut, Huntley, Dillhorn, Checkley, Madeley otherwise Beamhurst, Cheadle, Upper Tean other-wise Over Tean, Lower Tean otherwise Nether Tean, Draycott otherwise Draycott in the Moors, and Checkley, all in the county of Stafford.

And further notice is hereby given, that plans and sections, describing the line or lines and levels of the said intended works, and the lands 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 land and property, will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Warwick, at his office at Warwick, in the same county; and also with the Clerk of the Peace for the county of Stafford, at his office at Stafford; and also with the Clerk of the Peace for the county of the city of Lichfield, at his office at Lichfield; and that a copy of so much of the said plans, sections, and books of reference, respectively, as relate to each of the parishes from, in, through, or into which the said intended works, or any of them, will be made or pass, will be deposited, for public inspection, on or before the thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is pro-posed, by the said intended Act or Acts, to incor-porate a company or companies for the purpose of making, maintaining, working, and using the said railway, 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 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, 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, interfere with, or divert for the purpose of making and maintaining, or more conveniently making or maintaining or using, the said railway to be authorized by the said Act, or any of the works or conveniences connected therewith.

And it is further intended to apply for and obtain powers, in the said Act or Acts, to enable the company to be incorporated, either alone or jointly with any other company or party, to undertake the execution of the first-mentioned proposed undertaking, and to let on lease or sell the said intended railway, and any other works, and any part or parts thereof, to any other company or parties, or to unite and amalgamate with any other company or parties already formed or to be formed, and to enable such other company or parties, or such united or amalgamated company, or any other company, to purchase or rent the said intended railway, or any part thereof, and also to authorize the company to be incorporated by the said Act or Acts, or such united or amalgamated or any other company or companies, party or parties, to enter into such mutual arrangements as may be necessary or expedient for carrying out the purposes and objects of the said intended railway and works.—Dated this sixth day of November 1845.

William Arnold Bainbrigg, Solicitor,
Uttoxeter.

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 lines of railway, or some of them, or some part or parts thereof, with all proper works, approaches, and conveniences connected therewith, respectively, that is to say; a railway or railways, commencing in

the township of Colne, in the parish of Whalley, in the county of Lancaster, there forming a junction with the line of either the East Lancashire Railway or the Leeds and Bradford Railway, and terminating in the township of Addingham, in the parish of Addingham, in the west riding of the county of York; 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, Whalley, Colne, Muncrolyd, Barnside, and Foulridge, all in the county palatine of Lancaster; and Whalley, Kildwick, Cowling, Cowling-hill, Stott-hill, Ickornshaw, Sutton, Glusburn, Crosshills, Steeton with Eastburn, Steeton, Eastburn, Farnhill otherwise Farnill, Cononley, Farnhill with Cononley, Silsden, Silsden-moor, Cringles, Brunthwaite, and Addingham, all in the west riding of the county of York.

A branch railway from and out of the said intended main line of railway, commencing by a junction therewith, at or near Malsia Great Wood, in the township of Sutton, in the parish of Kildwick, in the west riding of the county of York, and terminating at or near a place called Raygill, in Lothersdale, in the parish of Carlton otherwise Carleton, otherwise Carleton with Lothersdale, in the said west riding; 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, Kildwick, Sutton, Cowling, Cowling-hill, Stotthill, Ickornshaw, Glusburn, Lothersdale, Carlton otherwise Carleton, otherwise Carleton with Lothersdale, all in the west riding of the county of York.

A railway from and out of the said first-mentioned intended main line of railway, commencing by a junction therewith at or near Crosshills, in the township of Glusburn, in the parish of Kildwick, in the west riding of the county of York, and terminating by a junction or reunion with the said first-mentioned intended main line of railway, in the township of Silsden, in the parish of Kildwick, in the west riding of the county of York; 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, Kildwick, Glusburn, Silsden, Silsden-moor, Cringles and Brunthwaite, all in the west riding of the county of York.

A branch railway from and out of the said first-mentioned intended main line of railway, commencing by a junction therewith, at or near Crosshills, in the township of Glusburn, in the parish of Kildwick, in the west riding of the county of York, and terminating by a junction with the line of the Leeds and Bradford Railway, in the township of Glusburn, in the parish of Kildwick, in the

said west riding; which said intended branch railway, and other works connected therewith, will be wholly situate within the said last mentioned township and parish.

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

And it is further intended, by such Act or Acts, to enable the company to be thereby incorporated to sell or let and transfer the said intended railways, branch railways, and works, or any part thereof, and all or any powers of such company in connexion therewith or in relation thereto, respectively, to the Leeds and Thirsk Railway Company, the Leeds and Bradford Railway Company, and the East Lancashire Railway Company, or to any one or more of them, or to any other railway company or companies, and to enable the said Leeds and Thirsk Railway Company, Leeds and Bradford Railway Company, and East Lancashire Railway Company, or any one or more of them, or such other company or companies as aforesaid, or any of them, to purchase or rent the said intended railways, branch railways, and works, or any part thereof, and to construct, maintain, use, and work the same, and to levy and receive tolls, rates, and duties in respect 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, branch railways, and works; and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Leeds and Thirsk Railway Company, Leeds and Bradford Railway Company, and East Lancashire Railway Company, or any one or more of them, or such other railway com-

pany or companies as aforesaid, or any of them, and the company which may be so incorporated as hereinbefore mentioned.

And it is also intended, for the purposes aforesaid, by such Act or Acts, to take power to alter, amend, and enlarge some of the powers and provisions of "the Leeds and Thirsk Railway Act, 1845;" and also 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 several Acts relating to the East Lancashire Railway, passed respectively in the eighth year of the reign of Her present Majesty, and in the last session of Parliament.

And notice is hereby further given, that maps or plans, and sections of the said intended railways, branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the 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 palatine of Lancaster, at his office in Preston; and with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield; and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended railways, branch railways, 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 27th day of October 1845.

George Spencer, Keighley;
Henry Waddington Hartley, } Joint
Colne, } Solicitors.

Trent Valley, and Derby 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 and maintenance of the railway hereinafter mentioned, or some part thereof, together with all proper works, approaches, and conveniences connected therewith, that is to say; a railway, commencing at or by a junction with the intended line of the Trent Valley Railway, for the construction of which an Act of Parliament was obtained last session, at or near to Armitage, in the parish of Armitage, otherwise Armitage and Handsacre, in the county of Stafford, and to terminate by a junction with that part of the Midland Railway, called the Birmingham and Derby Junction Railway, in the township of Wichnor, in the parish of Tatenhill in the said county, and which said railway is intended to be made and

pass from, in, through, or into the several parishes, townships, extra-parochial places and other places, or some of them, hereinafter mentioned in the said county of Stafford, that is to say; Mavesyn, Ridware, Rake-end, Raik-end Upper House Cawarden, Spring Hill, Ridware, Pipe Ridware, Pipe Ridware Hall, Woodhouse Farm, Gold Hay-Fields, Quinton's Orchard, Armitage and Handsacre, Armitage, Handsacre, Lea Hall, Holly Bank, Hemp, Holme, Armitage Park, Hawks-yard Lane, Bardy Lane, Birchin Fields, Handsacre Hall, Hood Lane, Marsh Barn, Bromley Lane, Brereton Hill, Booth-hurst, Brereton, King's Bromley, otherwise Bromley Regis, Bromley Hay, otherwise Bromley Hays, Tappinghurst Each, Hills Etchills, Riley Hill, Bromley Wharf, Bromley Hall, Bromley Manor, Woodgate, Bourn Brook, Lupin Bank, Saddleshall, Ashbysich, Bromley Common, Ashton Hay, Alrewas Hay, otherwise Alrewas Hays, Orgreave, Alrewas, Overley, Fradley, Junction Fradley, Fradley Hall, Alrewas Cottage, Lidget Lane, Hurdsman Walk, Salter's Bridge, Chetwynd Bridge, The Sale, Tatenhill, Barton Green, Barton-under-Needwood, Wichnor, Wichnor Lodge, Wichnor Park, Wichnor Bridges, Wichnor Forge, Catsholme, Bonthorn and Yoxall.

And further notice is hereby given, that maps or plans and sections describing the line or lines and levels of the said intended works, and the lands and property which may be required to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and property will, on or before the thirtieth day of November instant, be deposited with the Clerk of the Peace for the county of Stafford, at his office 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 thirty-first day of December next, with the parish clerk of each such parish, at the place of abode of such parish clerk.

And notice is hereby also given, that it is proposed, by the said intended Act 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 pro-

posed, 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 and 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 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.

*Richard Sargent, 10, Norfolk-street,
Strand, London.*

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, with all proper works, approaches, and conveniences connected therewith, viz. a railway commencing from the line of the Berks and Hants Railway at or near the town of Hungerford, in the parish of Hungerford, in the county of Berks, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, at or near Feltham-bridge, in the parish of Froome Selwood, in the county of Somerset; 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: Hungerford, Sanden Fee otherwise Sandham Fee, Edington, and Newtown, in the county of Berks, Hungerford, Charnham-street, Shalbourn, Bagshot, Newton, in the counties of Berks and Wilts, or one of them, Froxfield, Oakhill, Little Bedwin and Great Bedwin, Crofton and Wolfhall, Wilton, Martin, Wexcombe, East Grafton, West Grafton, Stock and Ford, Burbage, Burbage Savage, Burbage Durrell, Burbage Es-turmy, Brimslade, Easton, Milton, otherwise Milton Lilborne, Fifield, Clench, Milton Abbots, Milton Milbourne, Milton Avering, Pewsey, Southcott and Kepnel, East and West Shercott, Down Pewsey, Manningsford Abbots, Manningsford Bruce, Wilcot, Oare and Draycott otherwise Draycott Foliat, Woodborough, North Newnton and Hilcot, Rainscombe, Charlton, Beaching Stoke, Broad-street, Pook otherwise Puck Shipton, Wivelsford otherwise Wilsford, Manningsford, Bohun, Marden, Patney, Cherington or Churton, Conock, Overton, Alton Priors, West Stowell otherwise West Towel, Alton Barnes, Stanton St. Bernard, All Cannings, Etchilhampton otherwise Ashalton, Allington, Fullway, Urchfont, Stert, Eastcott, Wedhampton, Pottern, Worton, Poulshot, Marston, Market Lavington, Easterton, West Lavington, Fiddington, Littleton Pannel otherwise Littleton Parnell, Great Cheverell, and Little Cheverell, Earl Stoke, Melksham, East Coulston, Steeple Ashton, Keevil, Bulkington, Edington, West Coulston, Tinhead otherwise Tinhead Romsey, Baynton, Westbury, Bratton, Westbury Leigh, Dilton, Dilton Marsh, Penleigh, Westbury Chantry, Heywood, Hawkeridge, Brook, Westbury Priory, Leigh, North Bradleigh, and Southwick, in the county of Wilts; Berkley, Beckington, Standerwick, Marston, Bigott, and Frome Selwood, in the county of Somerset.

Also a railway diverging from and out of the line of the said first mentioned intended railway, in the said parishes of Easton and Burbage, or one of them, passing in or through the several parishes, townships, and extra-parochial or other places, of Easton, Burbage, Milton, Wootton Rivers, North Savernake, and South Savernake, Preshute, Manton, Clatford, Elcot and St Mary the Virgin, Marlborough, or some of them, in the county of Wilts, and terminating in the said parishes of Preshute, and Saint Mary the Virgin, Marlborough, or one of them, at or near the town of Marlborough.

Also a railway diverging from and out of the line of the said first-mentioned intended railway, at or near the turnpike road from Devizes to Salisbury, in the said parishes of Urchfont, Stert, and All Cannings, or one of them, passing through the several parishes, townships, and extra-parochial or other places of Urchfont, Wedhampton, Stert, Patney, Pottern, All Cannings, Etchilhampton, Fullway, Coate, Bishop's Cannings, Saint James, Week, Bedborough, Nursteed, Roundaway, Saint John the Baptist Devizes, and Saint Mary Devizes, in

the county of Wilts, and terminating in the said parish of Saint John the Baptist, Devizes, at or near the town of Devizes; or otherwise a railway, diverging from and out of the line of the said first-mentioned intended railway, at or near the turnpike road from Devizes to Salisbury, in the said parishes of Urchfont, Stert, and All Cannings, or one of them, passing through the several parishes, townships, and extra-parochial or other places of: Urchfont, Wedhampton, Stert, Patney, Potterne, All Cannings, Etchilhampton, Fullway, Coate, Bishop's Canning, Saint James, Week, Bedborough, Nursteed, Roundaway, Saint John the Baptist Devizes, and the Blessed Virgin Mary Devizes, Poulshot, Rowde, Melksham, Seend, Steeple Ashton, Littleton, Semington, Whaddon, Hilperton, Broughton Gifford, Great Chalfield, Trowbridge, Bradford, Holt, Leigh, and Woolley, and Staverton, or some of them, in the county of Wilts, and terminating by a junction with the line of the Wilts, Somerset, and Weymouth Railway, at or near Staverton, in the said parishes of Bradford and Trowbridge, or one of them; also a railway or railways, with all proper works and conveniences connected therewith, commencing from and out of the Great Western Railway, at or near the railway tunnel, in the parishes of Twiverton otherwise Twerton, and Newton Saint Loe, or one of them, in the county of Somerset, and terminating by a junction with the line of the said Wilts, Somerset, and Weymouth Railway, at or near Radstock, in the parish of Radstock and county of Somerset, together with branch railways, which will be defined on the plans to be deposited as hereinafter mentioned, to connect the said last-mentioned intended railway with various collieries lying adjacent thereto, and which said railway or railways, and the said branches connected therewith, will pass in or through or be situate within the several parishes of Twiverton otherwise Twerton, Newton Saint Loe, English Combe, Stanton Prior, Priston, Farmborough, High Littleton, Clutton, Timsbury, Paulton, Dunkerton, Camerton, Wallow, Farrington Gurney, Midsomer Norton, Radstock, Writhlington, Foxcote, and Kilmersdon, or some of them, in the county of Somerset.

And it is also intended, by such Act or Acts, to take power to alter, divert, or 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, branches 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, branches and works, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to incorporate a company for the purpose of carrying into effect the said intended railway or railways, branch railways, and works, or some of them, or some part or parts thereof, or otherwise to enable the Great Western Railway Company to carry the same into effect, and also to enable the owners of, or other persons interested in, collieries adjacent to the said intended railway or railways, to make and maintain the said proposed branches thereto, or some of them, and to take powers for the purchase of lands and houses, by compulsion or agreement, for the purposes aforesaid, and for levying tolls, rates, and duties in respect of the use of the said railway or railways, branches and other works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is further intended, by such Act or Acts, in the event of a company being thereby incorporated, to enable such Company to sell, or let, or transfer the said intended railway or railways, branch railways, and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the Great Western Railway Company, and all or any of their powers in relation to the said proposed branch railways, to the owners of, or other persons interested in, collieries adjoining the said intended railway or railways, and to enable the said Great Western Railway Company to purchase or rent, or construct, the said intended railway or railways, branch 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, branch railways, and works, and generally to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed on between the said Great Western Railway Company and the company to be incorporated as aforesaid.

And it is further proposed, by the said intended Act or Acts, to alter, amend, or repeal some of the powers and provisions of the Berks and Hants Railway Act, 1845, passed in the last session of Parliament, and to confirm the sale of the said railway to the Great Western Railway Company.

And notice is hereby further given, that maps or plans and sections of the said intended railway or railways branch railways and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Berks, at his office, in Abingdon; with the Clerk of the Peace for the county of Somerset, at his office at Taunton; and with the Clerk of the Peace for the county of Wilts, at his office in Wilton; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or railways, branch railways,

and works, are intended to be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of those parishes respectively, at their respective residences.

*W. O. and W. Hunt, 10, Whitehall.
Osborne, Ward, and Co. Bristol.*

Liverpool and Derby direct Railway, and Liverpool and Manchester Grand Junction and Midland Counties Railways Junction.

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 to the town and borough of Derby, in the county of Derby, to terminate either by a junction with one of the proposed lines from Knutsford to Liverpool, or by a junction with the Grand Junction Railway, at or near Warrington, in the county 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; and also in, through, by, or over the streams, cuts, canals, reservoirs, and aqueducts, or navigations following, or some or one of them, that is to say; Osmaston, Litchurch, Saint Peter's Derby, Normanton, Saint Werburgh's Derby, Littleover, Saint Alkmund's Derby, the Markeaton Brook, Humbleton, Markeaton, Mackworth, Wheathill, Bowbridge or Bawbridge, Langley with Meynell, Langley otherwise Langley Kirk, Dalbury, Radborne or Radbourne, Petty Close, Burroughs in Langley, and Over Burrows, Kedleston, Mercaston, Mugginton, Brailsford, Culland, Churchfield, Ednaston, Hollington, Longford, Shirley, Hungry Bentley, Yeldersley, Yeaveley, Longford, Rodsley, Lentwood, Edlaston, Osmaston, Hulland, Bradley, Painter's-lane, Compton, Clifton and Compton, Sturston, Ashbourne, the rivers Dove and Schoo, and their tributaries; Mappleton, Offcoat and Underwood, Fenny Bentley, and Mappleton Calowend, in the county of Derby, Mayfield or Matfield or Mathfield, Butterton, Thorpe and Hanson Grange, Snelsdale, Okeover otherwise Oakover, Woodhouses, Blore with Swinscoe, Musden-grange, Ilam, Calton, Caldon otherwise Cauldon, the river Hamps, Waterfall Waterhouses, the river Manifold, Winkhill, Winkhill-bridge, Ferney or Fenny-lane, Cheddleton or Chedleton, the river Churnet and its tributaries; Ipstones, the Uttoxter or Cauldon Canal, Winkhill Bank, New Street, Longditch Farm, Ford, Grindon, Onecote, Lower Bradnop, Higher Bradnop, Gorse Head, Fairfield, Caudery, Lower, Leek and Low, Knivedon, Colts Moor, Tittisworth or Tittesworth, Leek Frith, Rudyard otherwise Rudyerd, the Rudyerd or Trent and Mersey Canal Reservoir, Longsdon, Horton, Horton Haye, Rushton James, the river Trent Rushton Spencer, Biddulph, and Overton,

in the county of Stafford; the river Dane, Bosley, Prestbury, Northrode, Buglawton, Astbury, Eaton, Congleton, Hulmewallfield, Radnor, Somerford cum Radnor, Somerford Booths, Swettenham, Marton, Kermincham, Twemlow, Sandbach, Lower Withington, Withington or Old Withington, Over Peover or Peover Superior, the river Peover, Rosthern, Rosthern-mere, Ollerton, Over Knutsford, Toft, Nether Knutsford, Bexton over Tabley, Mere, High Leigh, Great Budworth, Pickmere, Aston by Budworth, Crowley, Stretton, Appleton, Lymm, Statham, Thelwall, Grappenhall, the Bridgwater and Mersey and Irwell Canals, Latchford, Runcorn, Over Walton, Lower Walton, and the river Mersey, in the county of Chester; the river Mersey, Warrington, Burtonwood, Poulton with Fearnhead, Rixton, and Woolston, in the county of Lancaster.

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, 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 purpose 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 Derby, at his office at Chesterfield, in the said county; and with the Town Clerk of Derby, at his office at Derby, in the said county; and with the Clerk of the Peace for the county of Stafford, at his office at Stafford, in the said county; and with the Clerk of the Peace for the county of Chester, at his office at Chester in the said county; and with the Town Clerk of Congleton, at his office in Congleton; and with the Clerk of the Peace for the county of Lancaster, at his office at Preston, in the said county, 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 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 railway company in existence, or 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 railways and works or any part of the same, and to take tolls, rates, 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.

Fras. W. Mount, } Solicitor
10, Laurence Pountney-lane, } for the Bill.

Messrs. Dunnichiff and Severne, }
Derby and Ashbourne; } Local
John Wilson, Esq. Congleton, } Agents.
Richard Heaton, Esq. Leek, }
Henry Wright, Esq. Knutsford, }

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill, in order to obtain an Act of Parliament, to alter and amend an Act, passed in the tenth year of the reign of His late Majesty King George the Fourth, intituled "An Act for paving, watching, lighting, cleansing, and otherwise improving the town of Ryde, in the isle of Wight, in the county of Southampton, and for establishing a market within the said town;" and to vest all the present and future highways within the said town in the Commissioners for the time being, acting in the execution of the said Act, and to place the management, controul, and repairs of the same highways in such Commissioners, and to authorize and empower such Commissioners to make, impose, and levy rates for the purpose of such repairs; and to repeal a certain Act of Parliament, made and passed in the fifty-third year of the reign of His late Majesty King George the Third, intituled "An Act for amending the roads and highways in the isle of Wight," so far as the same relates to the said town of Ryde, and the several highways within the same town.

And notice is hereby further given, that it is intended, in and by the said proposed Bill, to authorize the levy of tolls, rates, and duties, and

to alter the existing tolls, rates, and duties payable under the said Acts of the fifty-third year of the reign of His late Majesty King George the Third, and the tenth year of His late Majesty King George the Fourth. And notice is hereby further given, that all the said highways so proposed to be vested in and placed under the management of the said Commissioners for executing the said Act of the tenth year of the reign of King George the Fourth, are situate in the parish of Newchurch, in the isle of Wight, and that the said intended Act of Parliament will affect the inhabitants of all the several parishes and places in the isle of Wight, which are within the provisions of the said Act of the fifty-third year of the reign of King George the Third.—Dated this 14th day of November 1845.

William Butt, Clerk to the Commissioners for improving the town of Ryde.

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, Sourton, 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, Monkleigh, 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, Hilfarrance, and Bradford, or some of them, in the county of Somerset, and to terminate in the said parishes of Hilfarrance 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 Nymat 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 Corn-

wall, 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.

Osborne, Ward, and Co.,
Savery, Clark, and Co., } Bristol,
Whiteford, Bennett, and Tucker, } Solicitors.
Plymouth,

Reading and Reigate 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 to incorporate a company or companies, and to give to such company or companies power to make and maintain a railway, commencing, by a junction with the Great Western Railway, in the parish of Saint Lawrence Reading, in the county of Berks, passing thence from, in, through or into the several parishes, townships, and extra-parochial or other places of Saint Lawrence Reading, Saint Giles Reading, Saint Mary Reading, Reading, Sonning, Sonning Town, Whitley, Earley otherwise Earleigh otherwise Erleigh, Woodley and Sandford, Loddon Bridge, Hurst, Whitley otherwise Whitley-in-Hurst, Winnersh otherwise Winnersh-in-Hurst, Sindlesham otherwise Sinsham, King-Street-Hurst, Newland otherwise Newland-in-Hurst, Hinton otherwise Broad-Hinton otherwise Hinton Pipare otherwise Hinton-in-Hurst, Wokingham otherwise Oakingham parish, Wokingham otherwise Oakingham town, Easthampstead, Sandhurst, and Finchampstead, or some of them, in the county of Berks; Yateley, Hawley, Blackwater, Cove, Farnborough otherwise Farnboro' and Aldershot, or some one of them, in the county of Southampton: and Firmley otherwise Frinkley, York Town, Pirbright, Ash otherwise Ashe otherwise Ash and Normandy, Normandy, Seale, Wyke, West End, Perry Hill, Burgham, Worplesdon, Tongham, Farnham, Badshot, Runfold, Culverlends otherwise Culverlands, Tilford, Runwick, Hale, Wrecklesham, Bourne, Waverley Ville, Wanborough, Puttenham, Compton, Elstead, Pepper Harrow otherwise Peper Harow, Tuesley, Shackelford, Labourn, Hurtmoor otherwise Hertmere otherwise Hurtmore, Godalming, the tithing of Godalming Town, Godalming Town, Lower Eashing, High Eashing otherwise Upper Eashing, Deanshold, Catshall, Binscomb, Farncomb otherwise Ferncombe, Bramley, Stoke otherwise Stoke next Guildford, Artington otherwise Artingdon, otherwise Ertington otherwise Ertingdon, Guildford, Saint Nicholas Guildford, Saint Mary the Virgin Guildford, Holy Trinity Guildford, Guildford House of Correction, Little Tangle, Shalford, Wonersh, Shamley Green otherwise Shimley Green, Cranley, Ewhurst, Gomshall otherwise Gomeshall otherwise Gumshall otherwise Gum-

shalve, Albury, Shere otherwise Shiere otherwise Sheire, Abinger, Ockley, Milton, Westcot otherwise Westcote, Wotton otherwise Wotten otherwise Wootton otherwise Wootten, Dorking, the Holmwood, Mickleham, Westhumble, Betchworth otherwise Bechworth otherwise Beechworth, Brockham, Leigh, Headley otherwise Hedley, Buckland, Walton on the Hill, Kingswood, Chipsted, Gatton, Reigate, borough of Reigate, Foreigh of Reigate, Santon, Linkfield Street, Woodhatch, Hooley, Colley, Nutfield, Mertsam, Bletchingly otherwise Blechingley, and Charlwood, or some of them, in the county of Surrey, and terminating in the said parish of Reigate, by a junction with the London and Brighton Railway, and South Eastern Railway, both or one of them.

Also the following branch railways from and out of the said main line of railway, namely, a branch commencing from and out of the said main line of railway by a junction or junctions therewith, in the said parishes of Seal and Ash, or one of them, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Aldershot, in the said county of Southampton, and Ash, Normandy, Pirbright, Seale, Wyke, Tongham, Farnham, Badshot, Runfold, Celverlends, Tilford, Runwick, Hale, Wrecklesham, Bourne, and Waverley Ville, in the said county of Surrey, or some of them, and terminating in the said parish of Farnham: And also another branch commencing from and out of the said main line of railway, by a junction or junctions therewith, in the said parishes of Shalford and Godalming, or one of them, passing thence from, in, through, or into the said several parishes, townships, and extra-parochial or other places of Shalford, Godalming, Wonersh, Shamley Green, Bramley, Little Tangle, Guildford, St. Nicholas Guildford, St. Mary the Virgin Guildford, Holy Trinity Guildford, Guildford House of Correction, Artington, and Stoke, or some of them, in the said county of Surrey, and terminating in the said parish of St. Nicholas Guildford, by a junction with the Guildford Junction Railway: And also another branch commencing from and out of the said main line of railway in the said parishes or places of Farnborough, Frimley, and Ash, some or one of them, passing thence from, in, through, or into the said several parishes, townships, and extra-parochial or other places of Farnborough, Frimley, and Ash, some or one of them, and terminating in the said parish of Farnborough, by a junction with the said London and South Western Railway.

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, bridges, aqueducts, canals, 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 railways.

And it is intended to take powers to construct stations, communications, works, and other conveniences, in the several parishes, townships, and

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

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 railways, and to grant certain exemptions from such tolls, rates, or duties; and also for the powers usually conferred for the compulsory purchase of the lands and houses to be described upon the said plans; and also for power to vary or 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 branch railways, 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 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 several counties following, that is to say, for the county of Berks at Abingdon; for the county of Southampton at Winchester; 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, sections, and books of reference as relates to each of the said parishes in or through which the proposed railway 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.

*Richards and Rogers, Reading.
Burchell, Kilgour, and Parson,
Parliament Street, 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 to incorporate a Company, and to give to such company power to make and maintain a railway, with all proper works and convenient stations, erections, bridges, works, communications, approaches and conveniences connected therewith, commencing by a junction with the Eastern Counties Railway, in the parish of Marks Tey, in the county of Essex, and passing thence from, into, or through the several parishes, townships, hamlets, and extra-parochial or other places of Little Tey, Great Tey, Feering, Little Coggeshall, Great Coggeshall, Bradwell, Pattiswick, Rivenhall, Stisted, Cressing otherwise Cresing, White Notley, Black Notley, Braintree, Bocking Panfield, Waltham Cross, Shalford, Great Saling, Little Saling, Wethersfield otherwise Weathersfield, Finchingfield, Bardfield, Saling, Great Bardfield, Little Bardfield, Thaxted, Radwinter, Wimbish, Saffron Walden, Wenden, (Wenden Ambo Wenden

Lofts), Littlebury, Little Chrishall otherwise Crishall, Great Chrishall otherwise Crishall, Heydon, Little Chishall otherwise Chishill, and Great Chishall otherwise Chishill, in the county of Essex; Melborne otherwise Melbourne, Foulmire, Kneesworth, Bassingbourn, Littlington, Steeple Morden otherwise Little Morden, Guilden Morden otherwise Great Morden, in the county of Cambridge; Royston in the several counties of Cambridge and Hertford; Ashwell, Ashwell Bury, Ashwell End, Caldecote, Hinxworth and Hixworth Place, in the county of Hertford; Astwick, Langford, Holme, Holme Green, Edworth, Dunton, Millow, Newton, Newton Bury, Eyeworth, Eyeworth Sutton, Biggleswade, Stratton, Sunderland, Cold Harbour, Shortmead, Warden otherwise Old Warden, Hill, Northhill Parish, Northhill Township, Upper Caldecote, Lower Caldecote, Seddington, Sandy, Stratford, Swading, Beeston; Girtford, Brook End, Thorncote Hatch, Budner, Blunham; Great Barford Renhold, Mugerhanger, Charlton, South Mills, Willowhill, Willington, Goldington, Saint Mary and Saint Helen's Elstow, Cople, Cardington cum Eastcotts, Cardington, Cross, Harrowden, Eastcotts, Kempston; Fenlake, Bedford Saint Leonard, Saint Lloyd, Saint John, Saint Mary, Saint Paul, Saint Peter's or Saint Peter Martin, and Saint Cuthbert in Bedford, in the county of Bedford, or some or one of them, and terminating at or near a street called Back Street, in the said parish of Saint Cuthbert, in the borough and county of Bedford, either by a junction with some or one of the projected railways, or at a distinct terminus. And in the said Bill or Bills powers will be applied for to cross, divert, alter, or stop up all such turnpike roads, parish roads, and other highways, rivers, streams, canals, pipes, sewers, and railways within the parishes, townships, hamlets, 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 purpose of such railway, and also to authorize junctions with any existing or projected railway or railways at the commencement or termination, or in the line or course of the said railway, as before described, and 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 lands and houses, and to vary or 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 given, that duplicate plans and sections of the aid railway and works, and the lands to be taken for the purposes thereof, together with books of reference thereto, 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 several counties following, that is to say, for the county of Essex, at Chelmsford; for the county of Hertford at Saint Albans; for the county of Cambridge at Cambridge; and for the county of Bedford at Bedford; and on or before the thirty-first day of December next, a copy of so much of the said plans, sections, and books of reference as relates to each of the said parishes in or through which the proposed

railway will pass or be situate, will be deposited with the parish clerk of each such parish.

Dated this 6th day of November, 1845.

Barrett and Condell,

7, Cophall Court,

John Nash Day,

17, Bridge Street, Southwark.

Solicitors for the Bill.

The Blackburn, Chorley, and Liverpool Railway.
Registered provisionally pursuant to 7 and 8
Victoria, cap. 110.

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 a railway, with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the Blackburn, Darwen, and Bolton Railway, in the township of Blackburn, in the parish of Blackburn, in the county of Lancaster, thence to pass from, in, through, or into the several parishes, townships, extra-parochial, or other places following, or some of them; that is to say, Blackburn, Lower Darwen, Livesey otherwise Livesey-with-Tockholes, Pleasington, Tockholes, Leyland, Withnell, Wheelton, Heapey, Whittle-Woods, Brindle, Chorley, Duxbury, Worthington, Charnock-Richard, Coppull, Standish, Standish-with-Langtree, Langtree, Shevington, Wigan, Orrell, Dalton, and Upholland, all in the said county of Lancaster; and to terminate at and by a junction with the Liverpool and Bury Railway, in the township of Upholland, in the parish of Wigan, in the said county of Lancaster. And also a railway or branch railway, with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the said intended main line of railway, in the township of Chorley, in the parish of Chorley, in the said county of Lancaster, and to terminate at and by a junction with the Bolton and Preston Railway, in the said township of Chorley, in the parish of Chorley, and county of Lancaster aforesaid. And also a railway or branch railway with all proper works and conveniences, stations, and approaches connected therewith, to commence at and by a junction with the said intended main line of railway, in the township of Coppull, in the parish of Standish, in the said county of Lancaster, and to terminate at and by a junction with the North Union Railway, in the said township of Coppull, in the parish of Standish, and county of Lancaster aforesaid.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to incorporate a company for carrying into effect the objects and purposes aforesaid, with powers to purchase lands and houses by compulsion or agreement, to levy tolls, rates and duties in respect of the use of the said intended railway, branches, and works, and to grant and confer such exemptions from payment of such tolls, rates and duties, as to the said company may seem meet.

And further notice is hereby given, that it is proposed by the said intended Act or Acts to

vary, repeal or extinguish all existing rights or privileges connected or usually enjoyed with the lands and houses to be purchased under the authority of the said Act or Acts, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railway, branches, and works, and to confer other rights and privileges.

And further notice is hereby given, that it is proposed to take power by the said intended Act or Acts, to stop up, alter or divert, whether temporarily or permanently, within the several parishes, townships, and extra-parochial and other places aforesaid, or some of them, all such railways, turnpike roads, highways, rivers, canals, and streams as it may be necessary or expedient to stop up, alter or divert, for the construction and maintenance of the said intended railway, branches, and works, or any of them:

And further notice is hereby given; that it is proposed by the said intended Act or Acts, to authorize the company thereby to be incorporated, to contribute towards the making, maintaining, working, and using of the proposed Blackburn, Clithero, and North-Western Junction Railway, and to raise an additional capital for such purpose.

And further notice is hereby given, that plans and sections describing the line and levels of the said intended railway, branches, stations, approaches, and works, and the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November instant, with the clerk of the peace for the said county of Lancaster, at his office at Preston, in the said county of Lancaster; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, in, or through which the said intended railway, branches, stations, approaches, and works, are proposed 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 third day of November, 1845.

Thomas Ainsworth, Jun., Blackburn,
Frederick Copley Hulton, Manchester,
Solicitors.

Midland Railway Extensions; Clay Cross to Newark.

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 or branch railways 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, a railway or railways commencing at or near the Clay Cross station of the Midland Railway, in the parish of Northwingfield, in the county of Derby, and terminating in the parish of Rolleston, in the county of Nottingham, by a junction with the line of the Not-

tingham and Lincoln Railway, as authorized to be made by the Act relating thereto, passed in the last session of Parliament, and 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, Northwingfield, Anchor Bold, Tupton, Woodthorpe, Clay Lane, Pilsley Stretton, Morton, Tibshelf, Shirland, Blackwell, Hilcote, and South Normanton, in the county of Derby; and Sutton in Ashfield, Hucknall under Huthwaite otherwise Dirty Hucknall, Skegby, Mansfield, Sherwood Forest, Mansfield Woodhouse, Ravensdale, Lindhurst otherwise Lindhurst Farm, Rainworth, Rufford, Blidworth, Blidworth Grange, Haywood Oaks, Farnsfield, Upper Hexgrave, Lower Hexgrave, Hexgrave Park, Kirklington, Kirklington Moor, Edingley, Edingley Moor, Osmondthorpe, Halam, Gold Hill, Hockerton, Hockerwood, Normanton, Norwood Field, Southwell, Southwell High Town, Burgage, Easthorpe, Upton, Fiskerton, Morton, Rolleston, Averham, and Staythorpe, in the county of Nottingham.

And also a branch railway, commencing by a junction with the last mentioned proposed railway, in the parish of Sutton in Ashfield, in the county of Nottingham, and terminating by a junction with a proposed railway from Nottingham to Mansfield, in the parish of Kirkby in Ashfield, in the county of Nottingham; with a branch therefrom to join the Mansfield and Pinxton Railway, in the last-mentioned parish, and passing from, in, through, or into the several parishes, townships, extra-parochial or other places following, or some of them, that is to say, Sutton in Ashfield, Hucknell under Huthwaite otherwise Dirty Hucknall, Kirkby Hardwick and Kirkby in Ashfield, in the county of Nottingham.

Also another branch railway, commencing by a junction with the first mentioned proposed railway, in the parish of Sutton in Ashfield, in the county of Nottingham, and terminating in the same parish, and passing from, in, through, or into the parishes, townships, extra-parochial or other places of Sutton in Ashfield and Mansfield, or one of them.

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 railways or branch railways, or any of them.

And it is also intended by such Act or Acts, either to enable the Midland Railway Company to carry into effect the said intended railway or railways and branch railways respectively, or some of them, or some part or parts 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 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 proposed railways and branch railways respectively, 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 railway or railways, branch railways, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited for public inspection, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Derby, at his office in Chesterfield, in the same county of Derby, and with the clerk of the peace for the county of Nottingham, at his office at Newark upon Trent, in the said last-mentioned county, and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railway or railways, branch 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 fifth day of November, 1845.

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

Berridge and Macaulay,
Leicester.

Samuel Carter,
Birmingham.

West London Railway 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 formation and maintenance of a railway or railways, with all proper works, wharfs, cuts, approaches, and conveniences connected therewith, in extension of the West London Railway, commencing by a junction with the last-mentioned railway at or near the termination thereof, in the parishes of Saint Mary Abbot Kensington, Hammersmith, and Fulham, or one of them, in the county of Middlesex, and terminating at or near the bank of the River Thames, in or near to the Fulham Town Meadows, in the parish of Fulham, in the same county, which said intended railway or railways and 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, Willesden, Acton, Hammersmith, Saint Mary Abbott Kensington, Saint Luke Chelsea, and Fulham, in the county of Middlesex.

And it is also proposed by the said intended Act or Acts to take powers to make and maintain a new line of railway commencing from or from near the point of junction of the West London Railway with the London and Birmingham Railway, in the parishes of Hammersmith and Fulham aforesaid, or one of them, and terminating by a junction with the West London Railway near to the south end of a

certain place or district called Wormwood Scrubs, in the parishes of Hammersmith, Fulham, and Saint Mary Abbot Kensington, or some or one of them, in the county of Middlesex, which said intended new line of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial places of Hammersmith, Acton, Willesden, Wormwood Scrubs, Fulham, and Saint Mary Abbot Kensington, or some or one of them, in the county of Middlesex; and also to alter and vary so much of the line of the said West London Railway which is situated in the said several parishes, or either of them, between the points of commencement and junction hereinbefore specified, which it may be necessary to vary and alter, and to abandon such part or parts of the said West London Railway as may become useless and unnecessary in consequence of any such alteration and variation.

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 also intended by such Act or Acts 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 also intended by such Act or Acts to enable the London and Birmingham Railway Company and the Great Western Railway Company, or either of them, to carry into effect the said proposed works, or any part or parts thereof, and to raise such additional capital as may be necessary.

And it is also intended by such Act or Acts to alter, amend, and enlarge, or to repeal some of the powers and provisions of the several Acts of Parliament relating to the said West London Railway, under that name, or under the name of the Birmingham, Bristol, and Thames Junction Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, in the fourth year of the reign of Her present Majesty, and in the eighth year of the same reign.

And notice is hereby further given, that maps or plans and sections of the said intended 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 Middlesex, at his office in Clerkenwell, in

the same county, and that a copy of so much of the said maps or plans, sections, and books of reference as relates to each of the parishes in or through which the said intended 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 sixth day of November, 1845.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's-Inn-Fields,
W. O. and W. Hunt,
Whitehall,
Samuel Carter,
Birmingham, Solicitors.

Gloucester and Dean Forest Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for one or more Bill or Bills for making and maintaining the railways and branch railway hereinafter mentioned and described, or some of them, with all suitable and proper bridges, stations, erections, docks, wharfs, warehouses, landing-places, approaches, and conveniences attached thereto, or connected therewith, respectively, that is to say, a 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 and the Cheltenham Branch of the Great Western Railway, formerly called the Cheltenham and Great Western Union Railway, cross such lane, 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 first-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; also another railway in extension of the said first-mentioned railway, commencing at a point on the same 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; and another railway, commencing at a point on the said first-mentioned railway, at or near the Grange or Grange Court aforesaid, and terminating at or near Bilson, in the township of East Dean, in the Forest of Dean, by a junction with the Forest

of Dean Railway, or by an independent terminus there; which said 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, Saint 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, Maismore, Over, Highnam and Linton, Churcham, Lassington, Rudolf, Tibberton, Taynton, Bulley, 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, Mitcheldean, Newland, The Lea Bailey, The Lea Hamlet, East Dean and West Dean, and parts of the extra-parochial lands of Her Majesty's Forest of Dean, all in the county of Gloucester.

And it is intended in and by the said Bill or Bills to apply for powers to enable the company or companies to be thereby incorporated, to make and maintain one or more dock or docks, 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 Coggin, both in the South Hamlet, in the said county of Gloucester; and to supply the same with water from the river Severn, and from the Gloucester and Berkeley Canal, or one of them, the waters of which said canal are supplied from the river Severn, the river Frome, and the Stroud Water Canal; and it is intended to apply for powers to make lateral deviations from the line of the said railways and branches, docks, basins, 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, paths, passages, sewers, waters, and watercourses, streams, canals, navigations, aqueducts, rivers, railways and tramroads within the said parishes, townships, 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, branch railway, docks, and wharfs.

And it is further intended by such Bill or Bills to enable the company or companies thereby to be

incorporated 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 such company or companies 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 enter into, confirm, and carry into effect such arrangements in reference thereto as may be, or have been, mutually agreed on between them and the said company or companies intended to be incorporated as aforesaid.

And it is intended by the said Bill or Bills 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 (local and personal) 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 it is further intended by such Bill or Bills, to incorporate a company or companies for the purpose of carrying into effect the said intended railways and branch railway, docks, basins, and other works hereinbefore referred to; and to take powers for purchase of land and houses, and all rights and interests therein, by compulsion or agreement, for the purposes thereof; and for levying tolls, rates, and duties in respect of the use of the said works, and to confer, vary, or extinguish exemptions from such tolls, rates, and duties, and other rights and privileges.

And it is further intended by such Bill or Bills, to enable the company or companies thereby to be incorporated, to grant leases of, sell or let and transfer all or any part of the railways, branch railway, docks, basins, and works hereinbefore mentioned, of which such company may become possessed, or which they may be authorized to make or maintain under the provisions of such Bill or Bills, and to delegate all or any powers of such company or companies to the Great Western Railway Company, to the South Wales Railway Company, and to the Gloucester and Berkeley Canal Company, or any or either of them, and to enable such companies to take leases of, purchase, or rent, or construct the said 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 works, and generally to enter into and carry into effect such arrangements in reference thereto as may be or have been mutually agreed on between them and the said company or companies intended to be incorporated as aforesaid; and to take tolls and duties in respect of the said railways and works.

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 any such other companies as hereinbefore particularly named, or with the subscribers to any other undertaking, on such terms as may be agreed upon; and to authorize the company to be formed by such union or amalgamation to use and work the said intended railways and works, and to take tolls in respect thereof.

And it is intended, for all or any of the purposes aforesaid, to alter, amend, and enlarge the several Acts of Parliament (local and personal) relating to the said Great Western Railway Company, passed in the following sessions of Parliament, namely, an Act passed in the fifth year of the reign of King William the Fourth, an Act passed in the sixth year of the same reign, an act passed in the first year of the reign of Her present Majesty Queen Victoria, another Act passed in the same year, an Act passed in the second year of the same reign, and an Act passed in the seventh and eighth years of the same reign; also the Acts (local and personal,) relating to the Cheltenham and Great Western Union Railway Company, passed in the following sessions of Parliament, namely, an Act passed in the sixth and seventh years of the reign of King William the Fourth, an Act passed in the first and second years of the reign of Her present Majesty Queen Victoria, and another Act passed in the fifth year of the same reign: and also the Monmouth and Hereford Railway Act, 1845; and the South Wales Railway Act, 1845.

And notice is hereby further given, that duplicate maps or plans and sections of the said intended railways and branch railway, docks, basins, and works, and of the lands proposed to be taken for the purposes thereof, together with books of reference to such plans, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Gloucester, at his office in Gloucester, and with the clerk of the peace for the city of Gloucester and county of the same city, at his office in Gloucester; and that a copy of so much of the said maps or plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended railways, branch railway, docks, basins, 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 fourth day of November, 1845.

Whitcombe, Helps, and Wemyss,
Solicitors, Gloucester,

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 Guildford Junction Railway, now sold to and forming a part of the London and South Western Railway, in the parish of Saint Nicholas Guildford, in the county of Surrey, or at a distinct place in the said parish of Saint Nicholas Guildford, in the said county of Surrey, 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, Saint Nicholas Guildford aforesaid, Saint Mary otherwise Saint Mary the Virgin Guildford, the Holy Trinity Guildford, Stoke otherwise Stoke next Guildford, Artington otherwise Artingdon otherwise Ertington otherwise Ertingdon, the borough and town of Guildford, Shalford otherwise Shalford cum Bramley, Bramley otherwise Bramly otherwise Bramlie otherwise Bromley, Shalford Bradstone, Little Tangle, Shamley Green otherwise Shimley Green otherwise Shameless Green, Watershi, Shere otherwise Shiere otherwise Sheire, Saint Martha otherwise Saint Martha on the Hill, Gornshall otherwise Gorneshall, Chilworth, Godalming, Farncomb, Compton, Hascomb otherwise Hascombe, Dunsfold, Cranley, Albury, Abinger, Wotton otherwise Wotton otherwise Wootton otherwise Wootter, Ewhurst and Alford otherwise Aldfold, or some of them, in the said county of Surrey; and Alford otherwise Aldfold, Wisborough Green, Loxwood, Rudgwick, Billingshurst otherwise Billingshurst, Slingfold otherwise Slingfold otherwise Slinford, Itchingfield otherwise Itchinfield, Warnham, Shortsfeld, Sullington and Horsham, or some of them, in the county of Sussex, and terminating in the said parish of Horsham, either at a distinct terminus, or by a junction there with a certain intended railway, for the making and maintaining whereof notice has been or is intended to be given of an application to Parliament for a Bill or Bills in the ensuing session, to be called, "The Dorking, Brighton, and Arundel Atmospheric Railway," or by a junction there with the intended branch of the London and Brighton Railway to Horsham, aforesaid.

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 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 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; and also to levy tolls, rates, and duties in respect of the use of the said 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, 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 also given, that it is intended to apply for power in the said Bill or Bills to repeal, alter, or amend the powers and provisions of and the tolls authorized to be levied by the several Acts of Parliament hereinafter mentioned, that is to say, of an Act passed in the fifty-third year of the reign of his late Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal to unite the rivers Wey and Arun, in the counties of Surrey and Sussex," and of an Act passed in the fifty-ninth year of the reign of his said late Majesty King George the Third, intituled "An Act for giving further powers to the Company of Proprietors of the Portsmouth and Arundel Navigation, and to the Company of Proprietors of the Wey and Arun Junction Canal, and to confirm an agreement entered into between the said Companies."

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 intended railway, or any part thereof, and the works connected therewith, to the London and South-Western Railway Company, or to the London and Brighton Railway Company, or the said intended "Dorking, Brighton, and Arundel Atmospheric Railway Company," or either of them, or to any other company, 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, execution, maintenance, use, and working of the said intended railway, or of any part thereof; and also to authorize such last-mentioned 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, execution, maintenance, use, and working of the said intended 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 so to be incorporated by the said intended Bill or Bills as aforesaid, to enter into and carry into effect all such agreements and arrangements in reference to the said intended 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 the works connected therewith, 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 Surrey, at his office in North Street, Lambeth, in the said county of Surrey, and with the clerk of the peace for the county of Sussex, at his office at Lewes, in the said county of Sussex; 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 delineated thereon, so as to show its 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 or the works connected therewith is or are intended to pass or be situated, will be deposited for public inspection with the parish clerk of each such parish, at their respective residences.

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

Finch and Dobinson,
57, Lincoln's-Inn Fields.
Yates and Turner,
Parliamentary Agents,
24, Great George Street, Westminster.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the rating to the relief of the poor, the repairs of the highways, and the church and other parochial and local rates, the landlords, owners, and proprietors of all houses, buildings, lands, tenements, and hereditaments assessable to such rates respectively, within the parish of Tring, in the county of Hertford, the clear annual value of which respectively shall not amount to the sum of ten pounds in lieu of the several occupiers thereof; and also to authorize the alteration and reduction of the existing rates or assessments in respect of such houses, buildings, lands, tenements, and hereditaments, or the making of compositions with the landlords, owners, and proprietors thereof in respect thereto.

G. and H. Faithfull, Solicitors, Tring,
Hertfordshire.
Parratt and Walmisley, House of Lords,
Parliamentary Agents.

Lincoln and Grantham Direct Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills for making and maintaining a railway, with all proper and convenient stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, to commence at or near the Sincil-dike, in the parish of Saint Swithin, in the city and county of the city of Lincoln, and to terminate at or near a certain house, yard, garden, and other

buildings, now or lately in the occupation of Mr. Edward North, which are situate in the hamlet of Manthorpe cum Little Gonerby, in the parish of Grantham, and respectively adjoin or abut upon the highway leading from Belton to Grantham, at a place opposite to the British School and Castle Gate, in the said parish of Grantham, in the county of Lincoln; which said railway and works will pass from, in, through, or into the several parishes, townships, townlands, extra-parochial and other places, or some of them, following, that is to say; Saint Swithin, Saint Mary-le-Wigford, Saint Mark, Saint Peter's at Gowts, Saint Botolph, and the extra-parochial place called the South or Canwick Common, all in the city and county of the city of Lincoln; Bracebridge, and Waddington, Harmston, Coleby, Boothby Graffoe, with the liberty of Somerton Castle, Navenby, Skinnand, Wellingore, Welbourne, Leadenham, Fulbeck, Caythorpe cum Fristone, Hough on the Hill with Gelston and Brandon, Hougham, Marston, Carleton Scroope, Barkstone, Syston, Belton, Great Gonerby, Manthorpe cum Little Gonerby, in the parish of Grantham, and Grantham, all in the said county of Lincoln.

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

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

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

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

And it is also proposed, in and by the said Bill or Bills, to empower the said company or companies to be thereby incorporated to let on lease, sell, or transfer the said intended railway and works, or any part of the same, or the tolls thereof, to any other railway company or companies, or persons with whose line the said intended railway and works may unite.—Dated this fourth day of November 1845.

Mullins and Paddison, Solicitors, London.

Midland Railway.
Burton-upon-Trent to Nuneaton.

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 hereinafter described, or some of them, or some part or parts thereof, together with all proper works, approaches, and conveniences connected therewith respectively, that is to say, a railway commencing by a junction or junctions with the line of the Midland Railway, at or near the town of Burton-upon-Trent, in the parish of Burton-upon-Trent, in the county of Stafford, and terminating by a junction with the line of the Trent Valley Railway, as at present authorized to be made, in the parish of Nuneaton, in the county of Warwick, 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, Burton-upon-Trent, Burton Extra otherwise Bond End, and Branstone, in the county of Stafford; Stapenhill, Drakelow, Stanton, Newhall, Stanton and Newhall, Hearthcote otherwise Harcott otherwise Hercott, Cauldwell, Gresley, Church Gresley, Castle Gresley, Linton, Swadlincote, Donisthorpe, Oakthorpe, Stretton-en-le-Field, Measham, Appleby, Great Appleby, and Little Appleby, in the county of Derby; Ashby-de-la-Zouch, Ashby Woulds, Moira, Seals, Netherseal, Overseal, Donisthorpe, Appleby, Great Appleby, Little Appleby, Snarstone, Gopsal, Swebstone, Newton Nethercote, Newton Burgoland, Bilston, Norton juxta Twycross, Odstone, Shackerstone, Barton in the Beans, Carlton, Congerstone, Nailstone, Market Bosworth, Wellsborough, Temple Hall, Near Coton, Far Coton, Sibson, Upton, Shenton, Sutton Cheney otherwise Sutton Chainell, Dadlington, Stoke Golding, Hinckley, Fenny Drayton, Lindley, Rowden, and Higham on the Hill, in the county of Leicester; and Weddington, Caldecote, Attleborough, and Nuneaton, in the county of Warwick.

And also a branch railway from and out of the said intended railway, commencing by a junction therewith, in the parish of Stapenhill aforesaid, and

terminating at or near certain collieries, known as the Swadlincote Collieries, in the parish of Church Gresley aforesaid, 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, Stapenhill, Drakelow, Cauldwell, Stanton, Newhall, Stanton and Newhall, Hearthcote otherwise Harcott otherwise Hercott, Gresley, Church Gresley, Castle Gresley, and Swadlincote, in the county of Derby.

And also another branch railway from and out of the said first mentioned intended railway, commencing by a junction therewith, in the parish of Ashby-de-la-Zouch aforesaid, and terminating at or near a certain wharf, called Wooden Box Wharf, in the last mentioned parish, and which said last mentioned 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, Ashby-de-la-Zouch, Ashby Woulds, Moira, Seals, Netherseal, and Overseal, in the county of Leicester; and Linton, Gresley, Church Gresley, Castle Gresley, and Swadlincote, in the county of Derby.

And also another branch railway from and out of the said first mentioned intended railway, commencing by a junction therewith, in the parish of Shackerstone aforesaid, and terminating by a junction with the Leicester and Swannington Railway, at or near a certain place called Coalville, in the parish of Ibstock, and county of Leicester, and which said last mentioned intended branch railway, and other 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, Shackerstone, Odstone, Newton Nethercote, Newton Burgoland, Swebstone, Heather, Ravenstone, Ibstock, Packington, Snibstone, Swannington, Thringstone, Whitwick, Donnington on the Heath, Coalville, and Hugglescote, in the county of Leicester; and Packington, Snibstone, and Ravenstone, in the county of Derby.

And also another branch railway from and out of the said first mentioned intended railway, commencing by a junction therewith, in the parish of Ashby-de-la-Zouch aforesaid, passing by or near the town of Ashby-de-la-Zouch, and terminating by a junction with the line of the Leicester and Swannington Railway, in the parish of Whitwick, in the said county of Leicester, and which said last mentioned intended branch railway, and other 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, Ashby-de-la-Zouch, Ashby Woulds, Moira, Blackfordby, Boothorpe, Coleorton, Overtown Saucey otherwise Orton Saucey, Nethertown Quatremarsh otherwise Orton Quatremarsh, Ravenstone, Packington, Snibstone, Whitwick, Thringstone, Coal-

ville, and Swannington, in the county of Leicester; and Wellesley, Measham, Packington, Snibstone, and Ravenstone, in the county of Derby.

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 also intended by such Act or Acts to enable the Midland Railway Company to carry 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, 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 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 maps or plans and sections of the said intended railway, branch 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 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 Warwick, at his office in Stratford-on-Avon; 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 such 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.

Cornwall 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 several

railways hereinafter mentioned, or some of them, or some part or parts thereof respectively, together with piers, quays, wharfs, landing-places, and approaches, and all other proper works and conveniences connected therewith, that is to say, firstly, a railway to commence by a junction with the proposed South Devon Railway, in the parish of Saint Andrew (Plymouth), in the county of Devon, at or near a place commonly called Eldad, or at or near the place where the said South Devon Railway is intended to cross a certain road or highway called Fivefield-lane, and 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, Saint Andrew (Plymouth), Stonehouse, East Stonehouse, Stoke Damerel, Plymouth, Devonport, the bed and shores of Stonehouse-creek and Stonehouse-mill-pool, the bed and shores of the river Tamar or sea shore and Hamoaze, all in the county of Devon, and to terminate at or near to a place commonly called New-passage, in the parish of Stoke Damerel, in the said county of Devon.

Secondly. A railway to commence at or near the Torpoint-ferry, situate on the western bank of that part of the river Tamar called the Hamoaze, in the parish of Antony otherwise Anthony otherwise Saint Jacob otherwise Antony in the East, in the county of Cornwall, and 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, Torpoint, in the county of Cornwall, the bed and shores of the river Tamar or sea shore, Hamoaze, and Saint Johns, in the counties of Devon and Cornwall, or one of them, Antony otherwise Anthony otherwise Saint Jacob otherwise Antony in the East, Saint Johns, the bed and shores of Saint Johns-creek otherwise Saint Johns-lake, the bed and shores of Lynher-river and Lynher-creek, Sheviock or Cheviock, the bed and shores of Sheviock-creek, Saint Germans, the bed and shores of Polbathack-creek, and other creeks connected with the Lynher-river, Saint Stephens in the East, Landrake, Saint Erney, Landrake cum Saint Erney, Morval, Menheniot, Quethiock, Liskeard, Saint Keyne, Saint Cleer, Saint Neot, Saint Pinnock, Broadoak otherwise Braddock, Boconnoc, Warleggan, Cardinham, Bodmin, Lanhydrock, Saint Winnow, Lostwithiel, Lanlivery, Fowey-river, and the bed and shores thereof, Saint Sampsons otherwise Golant, Tywardreath, Luxilian otherwise Luxulion, Par, Saint Blazey, Saint Austell, Saint Mewan, Saint Ewe, Saint Stephens in Branwell, Grampound, Creed, Probus, Ladock, Merther, Saint Erme, Saint Clement (Truro), Saint Mary (Truro), Kenwyn, Kea, Feock, Per-ranarworthal, Gwennap, Stithians or Saint Stithians, Constantine, Mylor, Gluvias or Saint Gluvias, Penryn, Penryn-creek, and Turnpike-creek, and the beds and shores thereof respectively, Mabe, Mudock, and Falmouth, and the bed and shores of the harbour of Falmouth, all in the county of Cornwall; and to terminate in or

near to the town of Falmouth, in the parish of Budock, in the county of Cornwall aforesaid; or in lieu of the said firstly-mentioned intended railway, and of part of the said secondly-mentioned intended railway, to authorize the construction and maintenance of the railway next hereinafter-mentioned, together with piers, quays, wharfs, landing places, and approaches, and all other proper works and conveniences connected therewith, that is to say, Thirdly, a railway to commence by a junction with the proposed South Devon Railway, in the parish of Saint Andrew (Plymouth), in the county of Devon, at or near a place commonly called Eldad, or at or near the place where the said South Devon Railway is intended to cross a certain road or highway called Fivefield Lane, and 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, Saint Andrew (Plymouth), Stonehouse, East Stonehouse, Stoke Damerel, Plymouth, Devonport, the bed and shores of Stonehouse Creek, and Stonehouse Mill Pool, Keyham Creek, and Weston Mill Creek, and the beds and shores thereof respectively, Egg Buckland and Tamerton Foliot, all in the county of Devon, Saint Budeaux, the beds and shores of the river Tamar and Hamoaze, in the counties of Devon and Cornwall, or one of them; Saltash, Saint Stephens in the East, Earth Island, Landulph, Botesfleming, the beds and shores of Lynher River, Lynher Creek, Saint Germans Creek, and other creeks connected with the Lynher River, Landrake, Saint Erney, Landrake cum Saint Erney, Saint Germans, Pillaton, Saint Ive, and Quethiock, or some of them, in the said county of Cornwall; and to fall into and form a junction with the line of the said secondly-mentioned intended railway, in the said parish of Saint Germans.

Fourthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Doubleboys, in the parish of Liskeard, in the county of Cornwall, 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, Liskeard, Saint Pinnock, Saint Neot, Saint Cleer, North-hill, Linkinhorne, Alternun, Trewen, Lewannick otherwise Lawannick, the river Inney, and the bed and shores thereof, Lezant, South Petherwin, Sain Stephens by Launceston, Saint Thomas the Apostle, Saint Thomas-street otherwise Saint Thomas hamlet, and Saint Mary Magdalene, in the said county of Cornwall; and to terminate near the South Gate, in the parish of Saint Mary Magdalene, in the borough of Launceston, in the said county of Cornwall.

Fifthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Moorswater, in the parish of Liskeard, in the county of Cornwall, passing thence in and through the said parish of Liskeard, or part thereof, and to ter-

minate by a junction with the Liskeard and Caradon Railway, near Looe Mills, in the said parish of Liskeard.

Sixthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Glyn Bridge, in the parishes of Saint Winnow and Cardinham, or one of them, 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, Saint Winnow, Cardinham, Lanhydrock, Bodmin, Lanivet, Withiel, Saint Wenn, Helland, Blisland, Simonward otherwise Saint Breward, Michaelstow, Saint Tudy, Saint Mabyn, Egloshayle, Wadebridge, Saint Kew, Saint Breock, Saint Issey, Little Petherick, Saint Ervan, Endellyon, Saint Minver, Saint Michael's Church, Saint Merryn, the River Camel or Alan and the bed and shores thereof, Saint Enodock and Padstow, all in the county of Cornwall, and to terminate at or near Padstow in the said county of Cornwall, or upon or near the shore of the River Camel or Alan aforesaid.

Seventhly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Carvedras, in the parish of Kenwyn, in the county of Cornwall, passing thence in and through the said parishes of Kenwyn and Saint Mary (Truro), or one of them, or part thereof respectively, and to terminate at or near Newham, in the said parish of Kenwyn.

Eighthly. A railway to commence from and out of the said secondly and thirdly-mentioned intended railways, or one of them, at or near a place called Barn Farm, in the said parish of Budock, 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, Budock and Gluvias or Saint Gluvias aforesaid, and to terminate at or near the Exchequer Quay, at Penryn, in the said parish of Gluvias or Saint Gluvias.

And it is also intended by the said Act or Acts to take powers to purchase by compulsion or agreement, and also to alter the width, and gauge, and direction, and levels of the line of the Bodmin and Wadebridge Railway hereinafter mentioned, or of some part or parts thereof, within the parishes, townships, and extra-parochial or other places following, that is to say, Bodmin, Helland, Blisland, Simonward otherwise Saint Breward, Egloshayle, Wadebridge, and Saint Breock, or some of them, in the county of Cornwall, to such extent and in such manner as will be shown on the plan and sections to be deposited as hereinafter mentioned; and for the purposes aforesaid to amend, enlarge, and repeal some of the provisions of the Acts relating to the said Bodmin and Wadebridge Railway hereinafter mentioned, and especially to repeal so much of the said Acts as limits the width of the said railway or the extent of land to be taken for the purposes thereof.

And it is also intended by such Act or Acts to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, railways, tramways, harbours, docks, sewers, pipes, 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, for the purposes of the said intended 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 railways and works, or any of them, and to confer other rights and privileges.

And it is further intended, by such Act or Acts, to incorporate a company, and to enable the proprietors of, and other persons interested in a certain ferry, known as the Torpoint Steam Ferry, at Torpoint, to sell or let the said ferry, and the machines, vessels, wharfs, quays, landing-places, staiths, works, and other conveniences thereto belonging, or used therewith, or any part thereof, and the tolls and duties payable in respect thereof, and all or any of the powers of such proprietors or persons in connection therewith respectively, to the company so to be incorporated as aforesaid, and to enable such last-mentioned company to purchase or rent, and hold and use the said ferry, and to exercise all such powers as aforesaid.

And it is further proposed to amend or enlarge the powers and provisions of the Act establishing the said ferry, passed in the thirtieth year of the reign of His late Majesty King George the Third, and to alter the tolls, rates, or duties payable in respect of the said ferry, and to grant certain exemptions from the payment thereof.

And it is further proposed, by the said intended Act or Acts, to empower the company thereby to be incorporated to establish a ferry, or other means of communication, across the river Tamar, at Hamoaze aforesaid, from Torpoint aforesaid to the opposite bank or side of the Hamoaze aforesaid, in the parish of Stoke Damerel, in the said county of Devon, and to construct and maintain such wharfs, quays, landing-places, staiths, and other works and conveniences as may be necessary for maintaining the communication across the said river, in connection with the said firstly and secondly mentioned intended railways, which ferry, and the works connected therewith, will be situate within the parishes, townships, and extra-parochial or other places of Torpoint, Antony otherwise Anthony in the East, the bed and shores of the River Tamar, or of the Hamoaze and Stoke Damerel, or some of them; and it is proposed to take power also to let or sell and transfer the said intended ferry, or other means of communication and works, or any part thereof, and all or any of the powers of the company in connection therewith, to the Torpoint Steam Ferry Boat Company, or the owners or other persons interested in the said last-mentioned

ferry, or to any other company or persons, and to enable the said Steam Ferry Boat Company, or such owners or persons, to purchase or rent the said intended ferry, or other such means of communication, or to construct, maintain, and use the same, and to exercise such powers, or any of them, and to grant such exemptions from the payment of tolls and duties in respect of the said ferry, or means of communication, and such other privileges with respect to the traffic thereof, as may be mutually agreed upon between them and the company to be incorporated as aforesaid.

And it is further intended, by the said Act or Acts, to enable the company to be incorporated as aforesaid and the company of proprietors, or the proprietor for the time being, of the Newquay Railway and the company of proprietors of the Bodmin and Wadebridge 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 or the proprietor for the time being of the Pentewan Railway and any company or companies which may be incorporated for the purpose of making a railway between Truro and Penzance, or from Tavistock to Launceston or for making certain intended railways through the northern parts of the county of Devon, to be called by the general designation of the North Devon 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 canal, 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 canal, or any or either of them respectively, to the company so to be incorporated as aforesaid; and for adapting the said last-mentioned railways, canal, or any or either of them, to the purposes of the said last-mentioned company; 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 several Acts relating to the said Newquay Railway, passed respectively in the first and second and in the seventh years of the reign of Her present Majesty; and of the several Acts relating to the said Bodmin and Wadebridge Railway, passed respectively in the second and in the fifth and sixth years of the reign of His late Majesty King William the Fourth; and also of the Act establishing the said Liskeard and Caradon Railway, passed in the sixth and seventh years of the reign of Her present Majesty; and also of an Act for making and maintaining the said Liskeard and Looe Union Canal, passed in the sixth year of the reign of His late Majesty King George the Fourth.

And it is also intended by the said Act or Acts to enable the company to be thereby incorporated, to purchase or rent or take a transfer of certain docks, basins, and works, in Penryn Creek as authorized to be made and maintained by the Act relating thereto passed in the last session of Parliament or all or any of the powers, rights, and

privileges conferred by such Act in relation to the making and maintaining of the said docks, basins, and works, and to use, exercise, and enjoy such powers, rights, and privileges, or to enter into arrangements with reference to making and maintaining or the use of the said docks, basins, and works, or to contribute towards the construction of such docks, basins, and works, and to raise such capital as may be necessary for the purposes aforesaid, or any of them, and to enable the commissioners acting under the said Act to sell, let, or transfer all their rights, powers, and interests in or in relation to the said docks and basins, or any works connected therewith to the said company, and to enter into any such arrangements as aforesaid with the said company; and for the purposes aforesaid it is proposed to amend and enlarge, so far as may be necessary, the powers and provisions of the said Act relating to the said docks and basins.

And it is also intended, by such Act or Acts, to empower the company thereby to be incorporated, to purchase lands and houses, by compulsion or agreement, and to levy tolls, rates, and duties in respect of the use of the said intended railways, ferry, docks, and other works, and to grant such exemptions from such tolls, rates, and duties as to such company may seem meet.

And it is further intended, by such Act or Acts, to enable the company thereby to be incorporated to sell, or let, or transfer, the said intended railways, ferry, harbour, docks, basins, or other works, or any part 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, the Bristol and Gloucester Railway Company, and the South Devon Railway Company, or any or either of them.

And notice is hereby further given, that maps or plans, and sections, of the said intended railways, ferry, and other works, so far as required by the Standing Orders of Parliament, together with books of reference to such plans containing the names of the owners or reputed owners and lessees or reputed lessees, and of the occupiers of the lands proposed to be taken for the purposes thereof, will be deposited, on or before the thirtieth day of November instant, with the clerk of the peace for the county of Devon, at his office at the Castle of Exeter; and with the clerk of the peace for the county of Cornwall, at his office in Saint Austell; 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, ferry, 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 the seventh day of November 1845.

Smith and Roberts, Truro.

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

In Chancery.

The Attorney-General v. the Master and others of the Trust of Anthony Browne (Brentwood Charity).

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 and extend the trusts and administration, and to enlarge the charitable uses, extend the objects, and regulate the application of the rents and profits of the estates and property belonging to the Master and Guardians of the Charity Grammar School and Almshouses of Anthony Browne, in Brentwood, in the county of Essex; and also to vest in trustees of the said charity the future appointment of the masters of the said School, on such terms as may be agreed upon with the patron of the said endowment; and to authorize the sale, exchange, or mortgage of all or any part of the estates, and the purchase of others in lieu thereof; and the granting of building or other leases of all or any part of the estates, for 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 the eighth day of November 1845.

*Joseph Parkes, Solicitor of the Informant,
the Attorney-General.*

CONTRACTS FOR FRESH BEEF.

Department of the Comptroller for Victualling and Transport Services, Somerset-Place, November 18, 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 12th of December next, at one o'clock, they will be ready to treat with such persons as may be willing to contract for supplying (under separate contracts) all such quantities of

FRESH BEEF,

as may be demanded for the use of Her Majesty's ships and vessels at the following places, from the 1st of January to the 31st of December 1846, both days included, excepting Limerick, Tarbert, and Kilrush, which is to commence on the 5th of February 1846, viz.

Chatham.
Cork and Kinsale.
Deptford to Erith, both inclusive.
Deal and Downs.
Falmouth.
Guernsey and Jersey.
Harwich.
Kingstown and Dublin.
Limerick, Tarbert, and Kilrush.
Liverpool.
Milford and Pembroke.
Portsmouth.
Plymouth.
Sheerness

All parties about to tender are particularly desired to read attentively the conditions of the contracts, which may be seen either at this Office or on application to the Superintendents of the Victualling Establishments at Deptford, Deal, Portsmouth, and Plymouth; Commander Bevis, at Liverpool; the Superintendents of Her Majesty's Dock-yards at Chatham, Sheerness, and Pembroke; the Agent for the Victualling at Haulbowline; the Secretary to the Postmaster-General at Dublin; or to the Collectors of Her Majesty's Customs at each of the other places.

Every tender must specify the price in words

at length, and 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 delivered at the above Office, and be accompanied by a letter, addressed to the Secretary of the Admiralty, at Somerset-place, and signed by two responsible persons, engaging to become bound with the person tendering, in the sum of £1500, for the due performance of the contracts for Sheerness, Chatham, Portsmouth, and Plymouth; and, in the sum of £500, for each of the other places.

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

Saturday, November 29, 1845.

Price Two Shillings and Eight Pence.