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WEDNESDAY, NOVEMBER 11, 1846.

At the Court at *Windsor*, the 26th day of *September* 1846,

PRESENT,

The QUEEN's Most Excellent Majesty in Council.

WHEREAS by an Act, passed in the session of Parliament holden in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to amend an Act, of the seventh and eighth years of Her present Majesty, for reducing, under certain circumstances, the duties payable upon books and engravings," it is enacted, that whenever Her Majesty has, by virtue of any authority vested in Her for that purpose, declared that the authors, inventors, designers, engravers, or makers of any books, prints, or other works of art, first published in any foreign country or countries, shall have the privilege of copyright therein, it shall be lawful for Her Majesty, if she think fit, from time to time, by any Order in Council, to declare that, from and after a day to be named in such Order, in lieu of the duties of Customs from time to time payable on the importation into the United Kingdom of books, prints, and drawings, there shall be payable only such duties of Customs as are mentioned in the said Act:

And whereas Her Majesty hath this day, by virtue of the authority vested in Her for that purpose, declared that the authors, inventors, de-

signers, engravers, and makers of books, prints, and certain other works of art, first published within the dominions of Saxony, shall have the privilege of copyright therein:

Now, therefore, Her Majesty, by and with the advice and consent of Her Privy Council, and in virtue of the authority committed to Her by the said recited Act, doth order, and it is hereby ordered, that, from and after the first day of October one thousand eight hundred and forty-six, in lieu of the duties of Customs now payable upon books, prints, and drawings, published at any place within the dominions of Saxony, there shall be payable only the duties of Customs following (that is to say):

On books originally produced in the United Kingdom, and republished at any place within the dominions of Saxony, a duty of two pounds ten shillings per hundred weight.

On books published or republished at any place within the dominions of Saxony, and not being books originally produced in the United Kingdom, a duty of fifteen shillings per hundred weight.

On prints and drawings, plain or coloured, published at any place within the dominions of Saxony,

	s.	d.
Single, each	0	0½
Bound or sewn, the dozen	0	1½

And the Right Honourable the Lords Commissioners of Her Majesty's Treasury are to give the necessary orders herein accordingly.

Wm. L. Bathurst,

Birkenhead Improvement Acts Amendment.

No. 1.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, that is to say, an Act passed in the third and fourth years of the reign of His Majesty King William the Fourth, intituled, "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act, passed in the first and second years of the reign of Her present Majesty, intituled "An Act to amend an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled 'An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;'" another Act passed in the fifth year of Her present Majesty Queen Victoria, intituled "An Act to authorize the purchase of a certain ferry, called 'Woodside Ferry,' by the commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester, and for amending the improvement Acts for the said township;" another Act passed in the sixth year of the reign of Her said present Majesty, intituled "An Act for extending the powers of the commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Claughton-cum-Grange, and part of the township of Oxtan, in the same county, within their jurisdiction;" another Act, passed in the same year, intituled "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" another 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 authorize the purchase of 'Monks Ferry,' by the commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxtan, in the county of Chester; and for amending the Acts relating to the said commissioners; and another Act, passed in the ninth year of the reign of Her said Majesty, intituled "An Act for altering, amending, and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxtan, in the county of Chester," and to grant further and additional powers to the commissioners acting in the execution of the said Act, for altering, widening, enlarging, and improving the streets, roads, lanes, and other public and private ways, and places within the limits of the said recited Acts, and for removing and taking down all projecting buildings, and other obstructions within the same, or any of them; and for prohibiting the future erection, or placing of any projecting build-

ing, or other obstruction therein; and for regulating the width of and level, and the mode of laying down and constructing streets, roads, lanes, and other public and private ways and places within the same; and for regulating and directing the construction or erection of houses, warehouses, manufactories, workshops, privies, ash-pits, cess-pools, sewers (both public and private), and other buildings within the limits of the said Acts; and for charging upon and recovering from the owners and occupiers of lands, houses, and warehouses, or some of them, the whole or part of the expenses attending the several works and matters aforesaid, or some of them, and for regulating and managing warehouses and storehouses within the said limits, and for appointing a fire-police, and regulating the same for the prevention of fires therein, and for licensing and regulating the conduct of porters, warehousemen, and other servants and persons employed in or about the warehouses and storehouses, now or hereafter to be erected within the said limits, and to enable the commissioners to appoint, provide, and employ porters and others, and horses, carts, and other means for the receiving and delivering parcels and goods within the said limits.

And it is further proposed, by the said intended Act, to enable the said commissioners to erect and build a town-hall, court-house, police-court, sessions-room, constables'-house, police-station, lock-up, and all necessary buildings and offices connected therewith, and to make further and more efficient provisions for the police regulations within the said limits, and for the imposition, levying, and recovering of fines and penalties, and for the punishment of offenders, and for the prevention of nuisances within the same, and for the good and proper government of the district comprised within the said limits, and of the inhabitants thereof; and also to enable the said commissioners to erect and maintain, within the said limits, public baths, bathing places, washhouses, and drying grounds for the use of the inhabitants thereof, and to charge and receive payment for the use thereof; and if the commissioners shall so think fit to grant leases thereof for a term of years, or otherwise; and to enable the said commissioners to contribute such part or parts of the rates, rents, tolls, duties, and revenues, and to appropriate such part or parts of the land and property granted to or vested in them by the said recited Acts, or which may be granted to or vested in them, by virtue of the said intended Act, as they shall think proper for and towards the carrying into effect of the several purposes hereinbefore mentioned, or any of them; and also for and towards the erecting, providing, maintaining, and supporting of an infirmary or hospital for sick and maimed persons, and a night asylum for indigent persons, within the said limits, and of a collegiate institution, mechanics' institution, schools, and other establishments for the education and improvement of the inhabitants of the district, comprised within the said limits, and for and towards providing means for public recreation

within the said district, or five miles from the town-hall of the commissioners, and also for providing and erecting a post-office.

And it is further proposed, by the said intended Act, to give powers to the said commissioners to purchase by agreement lands and houses for all or any of the several purposes hereinbefore mentioned, and to vary or extinguish all rights and privileges connected with such lands and houses, or which would impede or interfere with the execution of the purposes aforesaid, and to grant other rights and privileges; and to levy rates or duties, and to demand and receive payments for and in respect of the several objects and matters hereinbefore and in the recited Acts mentioned, or some of them, and to alter and vary any existing rates, duties, or payments to which the commissioners may be entitled by virtue of the said recited Acts, or otherwise, and for charging the same, or some part thereof, upon the owners and occupiers, or either of them, of particular classes of property, and to grant exemptions from such rates, duties, and payments respectively; and to enable the said commissioners to make all necessary rules, regulations, orders, and bye-laws for or relating to all or any of the objects and purposes in the said recited Acts and hereinbefore mentioned; and also for or relating to the sanitary improvement of the said district, and for the prevention of the spread of contagious diseases, and the increase and promotion of cleanliness therein; and for such purposes to appoint one or more medical officers therein, and to contribute such part or parts of the revenue of the commissioners to such purposes as they shall think fit; and also to enable the commissioners to make all necessary rules and regulations with respect to interments within the said district, and to prohibit (if they shall so think fit) any interment taking place within the same, or within a specified distance therefrom, and to shut up and discontinue, as places of interment, all or any of the cemeteries or burial grounds within the same, or within a specified distance therefrom.

And it is also proposed, by the said intended Act, to enable the said commissioners to raise a further sum of money for all or any of the purposes in the said recited Acts and hereinbefore mentioned, either by mortgage of the lands, property, rates, rents, and revenues of the commissioners, or otherwise.—Dated the sixth day of November 1846.

Joseph Mallaby, Clerk of the Commissioners.

Leominster.—Canal Navigation Sale.

NOTICE is hereby given, that an application is intended to be made to Parliament in the next session, for leave to bring in a Bill or Bills to repeal, alter, amend, or enlarge the powers and provisions of the several Acts following; that is to say, an Act passed in the thirty-first year of the reign of His Majesty King George the Third, intituled, "An Act for making and maintaining a navigable canal from Kington, in the county of Hereford, by or through Leominster, to join the

river Severn, near Stourport Bridge, in the county of Worcester." And also an Act passed in the thirty-sixth year of the reign of His said Majesty King George the Third, intituled "An Act to enable the company of proprietors of the Leominster Canal Navigation to finish and complete the same." Also, an Act, passed in the forty-third year of the reign of His said Majesty King George the Third, intituled "An Act for enabling the company of proprietors of the Leominster canal to raise money to discharge their debts and to complete the canal, and for explaining and amending the Acts for making and maintaining the said canal, and for granting to the said company further and other powers." Also, an Act, passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for enabling the company of proprietors of the Leominster canal to raise further sums of money to discharge their debts and to complete the canal, and for amending the Acts for making and maintaining the said canal, and for granting to the said company further and other powers." And also, to alter, amend, or enlarge "The Shrewsbury and Hereford Railway Act 1846."

And it is intended by the said Bill or Bills, to obtain powers to enable the company of proprietors of the Leominster canal navigation, to sell and transfer, or to demise and lease the same, and all the machines, vessels, wharfs, quays, houses, warehouses, toll-houses, watch-houses, railways, landing-places, reservoirs, works, goods, property, and effects, lands, tenements, and hereditaments, connected or used therewith, or belonging thereto, or any part or parts thereof, and the tolls, rates, and duties, payable in respect thereof, and the powers, rights, and privileges of such company of proprietors, to the Shrewsbury and Hereford Railway Company; and to sell, transfer, demise, or lease, to any other person or persons who may be willing to purchase the same, certain houses, lands, and premises, situate, and being within the borough of Leominster, belonging to the said company of proprietors, if the same shall not be purchased by the said Shrewsbury and Hereford Railway Company, and to wind up the affairs and make arrangements for the liquidation of the debts of the said canal company, and to dissolve the same company. Also, to enable the said Shrewsbury and Hereford Railway Company to purchase or take on lease the said canal navigation, and all houses, lands, tenements, property, goods, effects, and works, or any part or parts thereof, and to take tolls, rates, and duties upon or in respect thereof, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges, and to exercise all the powers, rights, and privileges of the said canal company in reference thereto, and to vest the same canal navigation and works, absolutely in the said Shrewsbury and Hereford Railway Company, also to enable the said Shrewsbury and Hereford Railway Company to stop up, or otherwise discontinue, all or any portion or portions of the said Leominster canal navigation and

works, and to re-sell the lands, tenements, and hereditaments, so to be purchased by them. And powers will also be applied for in the said Bill to vary or extinguish all existing rights and privileges in any manner connected with the said canal navigation, or with the lands and buildings, property, goods, and effects, belonging thereto; and more especially, the provisions in the said Acts requiring that before the sale and disposal of any premises, lands, tenements, and hereditaments, belonging to the said company of proprietors, the same should be first offered for sale to the owners of the adjoining land, and to confer other powers, rights, and privileges, in relation thereto, and other rights and privileges on the said companies, respectively and generally to enable the said companies respectively to enter into and carry out such agreements and arrangements for effecting the several objects aforesaid, as may be considered expedient or necessary; which said canal and works are situate in, or are authorized to be made within, the several parishes, townships, and extra-parochial and other places following, or some of them; that is to say, Kington, Titley, Staunton-upon-Arrow, Pembridge, Shobdon, Kingsland, Eyton, Leominster Borough, Leominster Out-parish, Kimbolton, Stockton, Eye, Luston, Eye Moreton, and Ashton, Orleton, Brimfield, Richard's Castle, Woofferton, and Little Hereford, in the county of Hereford; Richard's Castle, Burford, Nash, Boraston otherwise Buraston, and Neen Sollars otherwise Neen Sollers, in the county of Salop; Knighton-upon-Teem otherwise Knighton-upon-Team, Lindridge, Mamble, Stockton, Bayton, Pensax, Rock, Abberley, Arley Kings, Lower Areley otherwise Areley Regis, Mitton, Stourport, Kidderminster and Kidderminster Foreign, in the county of Worcester.—Dated this third day of November 1846.

Milnes and Sales, Solicitors, Leominster.

London, Brighton, and South Coast, and London and South Western Railway Companies' participation in that part of the Direct London and Portsmouth Railway lying between Dorking and Portsmouth.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the London and South Western Railway Company to participate in the construction of so much of the Direct London and Portsmouth Railway as lies between Dorking and the proposed Portsmouth Terminus thereof, in the parish of Portsea, in the county of Southampton, and in all the works, rights, powers, privileges, profits, and advantages for effecting such object or connected therewith, and to use and work the said part of the said railway jointly with the London, Brighton, and South Coast Railway Company, and to take tolls for the conveyance of passengers, goods, cattle, and merchandize thereon, and to raise money for the purposes aforesaid; and it is intended to vary or extinguish all rights and privileges which

might in any way impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And it is intended by such Act to alter, amend, and enlarge the powers and provisions of the several Acts of Parliament hereinafter mentioned (that is to say), the Acts passed in the sessions held respectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the sessions held in the first, the second, the third and fourth, the sixth and seventh, the seventh and eighth, the eighth and ninth, the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; the Acts passed in the session held in the seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway Company; the Acts passed respectively in the session held in the seventh year of the reign of His late Majesty King William the Fourth, and in the first year of the reign of Her said present Majesty, and the Acts passed in the sessions held respectively in the sixth and seventh, and in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the London and Brighton Railway Company; the several Acts passed in the sessions held in the seventh and eighth, in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton, Lewes, and Hastings Railway Company; the Acts passed in the sessions held respectively in the seventh and eighth, and in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway Company; and also the following Acts relating to the London and South Western Railway Company, that is to say, the London and South Western Railway Act, 1834; the London and South Western Railway Deviations Act, 1837; the Portsmouth Branch Railway Act, 1839; the London and South Western Railway Company's Amendment Act, 1841; the London and South Western Railway Company's Wandsworth Water Act, 1841; the Salisbury Branch Railway Act, 1844; the London and South Western Railway Company's Amendment Act, 1844; the London and South Western Railway Metropolitan Extensions Act, 1845; the London and South Western Railway Company's Amendment Act, 1845; the Southampton and Dorchester Railway Company's Act, 1845; the London and South Western Railway Company's Amendment Act, 1846; the London and South Western Railway, Chertsey, and Egham Branch Act, 1846; the London and South Western Railway, Farnham and Alton Branch Act, 1846; the London and South Western Railway, Hampton Court Branch Act, 1846; the London and South Western Railway Company's London Bridge Extension Act, 1846; and the London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846.

Dated this sixth day of November 1846.

Brighthelmston Suspension Pier Company.—Construction of Breakwater.

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, extend, and enlarge the powers and provisions of an Act, passed in the third year of the reign of His late Majesty King George the Fourth, intituled "An Act for erecting and maintaining a chain pier, and other works connected therewith, at the town of Brighthelmston, in the county of Sussex," or to repeal the said Act, and to grant further and other powers and provisions in lieu thereof; and, by the said Bill, power is intended to be applied for, to enable the said Brighthelmston Suspension Pier Company to construct and maintain a breakwater in the open sea, with a light or lights thereon, opposite to the south end of the said Suspension Pier, and at the distance of about one thousand three hundred and fifty feet from the pier head, with all necessary works for the purpose of protecting the said pier, and for affording shelter and protection to ships, steam packets, fishing boats, and other vessels resorting thereto, and for facilitating the embarking and disembarking passengers, goods, and merchandize at the said pier, and for laying down moorings, and mooring buoys for the guidance and security of vessels using the said pier; which said breakwater and other works will be made in the sea, below low water mark, off the coast of Brighton, and will be or may be situate in the parish of Brighthelmston otherwise Brighton, in the county of Sussex; and powers will be applied for to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges; and to enable the said Brighthelmston Suspension Pier Company to raise further money by the creation of shares, or on loan or mortgage, or both.

And notice is also given, that duplicate plans, shewing the said intended work, and that part of the sea where it is intended to be constructed, and the relative position thereof, with the present Suspension Pier, together with books of reference to the said plans, 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 1846; and, on or before the said thirtieth day of November, a copy of the said plan and book of reference will be deposited with the parish clerk of the parish of Brighthelmston otherwise Brighton, at his place of abode.—Dated this ninth day of November 1846.

*Charles Cooper, 57, Ship-street, Brighton,
Solicitor for the Bill.*

London Sewage Company.

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill or Bills to incorporate a company with powers to make, construct, and maintain tunnels or lines of sewers, drains, and

culverts, and other works, on the north side of the river Thames, for intercepting and collecting the sewage from the existing sewers and drainage, which are now emptied into the river Thames, and from all drains and sewers hereafter to be constructed within the limits of the said Bill or Bills, and for conveying the same into reservoirs, receptacles, and depositories to be constructed for that purpose; and it is intended that the said tunnels or lines of sewers and drains so to be constructed shall commence by a junction with the Fleet Sewer, at a point thereon at or near the east end of Fleet-street, in the parish of Saint Bridget or Saint Bride, in the city of London, and shall be made in, under, and through the lands, buildings, 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 Bridget or Saint Bride, Whitefriars, Bride-well 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, Trinity the Less, Saint Benet and Saint Peter Paul's Wharf, Saint Mary Somerset and Saint Mary Mounthaw, Saint Nicholas Cole Abbey, with Saint Nicholas Olave, Saint Peter Westcheap, Saint Matthew Friday-street, and Saint Peter in Cheapside, Saint Mary Magdalene Old Fish-street, Saint Mildred Bread-street, and Saint Margaret Moses, Allhallows Bread-street, and Saint John the Evangelist, Saint James Garlick Hythe, Saint Mary Aldermary, Saint Mary-le-Bow, Saint Pancras in Pancras Lane, Allhallows Honey lane, Saint Thomas the Apostle, Saint Michael Royal and Saint Martin Vintry, Saint Anthony or Antholin, and St. John the Baptist near Dowgate, Saint Clement Eastcheap, and Saint Martin Orgars, Saint Edmund the King with Saint Nicholas Acons, Saint Mary Woolchurch and Saint Mary Woolnoth, Saint Stephen Walbrook and Saint Bennet Sherhog, Saint Swithin 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, the Trinity Minorities, Saint Botolph within Aldgate, Saint Botolph without Aldgate, and the Tower Liberties and Precincts, all in the city of London; Saint Botolph without Aldgate, the Tower Liberties and Precincts, Saint Mary Matfelon otherwise Whitechapel, Saint Katherine near the Tower, Saint John Wapping, Saint

George, Saint George Ratcliff, Saint James Ratcliff, Saint Paul Shadwell, Saint Dunstan Stebonheath otherwise Stepney, Saint Anne otherwise Saint Anne Limelhouse, Saint Dunstan Mile End New Town, Saint Dunstan Poplar, and Blackwall, All Saints Poplar, and Saint Leonard's Bromley, in the county of Middlesex, Westham, Eastham, and Barking, in the county of Essex; and North Woolwich, in the counties of Kent and Essex, or one of them; and shall terminate in certain marsh lands in the parishes of Barking and Woolwich, or one of them, at or near the junction of Barking Creek with the River Thames, bounded on the south by the River Thames, and on the east by Barking Creek, where it is proposed that certain reservoirs, receptacles, depositories, and other works, shall be made and constructed for the reception of the said Sewage; and powers will also be applied for in the said Bill or Bills to erect and construct, on the lands to be taken for such works, 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 depots, yards, wharfs, quays, embankments, landing places, and other works and conveniences; and to levy tolls, rates, and duties for or in respect of the use of the same; and to levy and recover rates and duties from the persons supplied with Sewage from the said Company; and powers will also be applied for to enable the said Company to enter upon the several lands, buildings, roads, streets, ways, passages, and other places, in, 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 constructing, making, and maintaining the tunnels, sewers, and drains; also powers for the compulsory purchase of lands, houses, and tenements, and to vary or extinguish all rights and privileges connected with the same, or which will in any way interfere with or impede the execution of the said works; 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 1846, with the Clerk of the Peace for the county of Middlesex, at his office at the Sessions House, Clerkenwell Green, in the said county; 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 Tower Liberty, at his office in Wellclose square, within the Tower Liberties and Precincts; 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 county of Kent, at his office at Maidstone, in the said county; and that, on or before the said thirtieth day of No-

vember 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 their respective places of abode.

*Wood and Blake, 8, Falcon-street,
Stokes, Hollingsworth, Tyerman, and Johnston, 24, Gresham-street, Solicitors.*

Chester and Holyhead Railway.

(Extensions at Chester and Holyhead, and Alteration of Levels; Extending Time for Purchase of Lands, and Empowering the Chester and Holyhead Railway Company to Subscribe towards the Construction of a Harbour at Holyhead, and to purchase, hire, and use steamboats.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to enable the Chester and Holyhead Railway Company to extend the line of the said Chester and Holyhead Railway from the railway and station in the parish of Saint Oswald, in the county of the city of Chester, numbered 1 on the plans referred to in the Act authorizing the construction of the said railway, passing from thence in, through, or into the parishes, townships, extra-parochial, and other places of Saint John the Baptist and Saint Oswald, or one of them, in the county of the city of Chester, and Saint John the Baptist, Saint Oswald, Plemondestal, Newton, and Hoole, or some of them, in the county of Chester, and terminating by a junction with the line of the London and North Western Railway, in the said parish of Saint John the Baptist, in the county of the city of Chester, in or near to a certain field belonging to the trustees of the Blue Coat School, and occupied by Thomas Rigby. And also to make and maintain a new or additional depot or station, with all proper works, approaches, and conveniences connected therewith in the several parishes, townships, extra-parochial, and other places aforesaid, or some of them.

And it is also intended, by the said Act, to enable the said company to extend the line of their railway, as at present authorized to be made, from a certain field in the parish of Holyhead, and county of Anglesea, numbered 70 on the plans of the said railway, referred to in the Act authorizing the construction thereof, passing wholly through the parish of Holyhead, and terminating at the pier at Holyhead aforesaid; together with a separate termination near the proposed harbour at Holyhead, in the parish of Holyhead aforesaid; and also to construct all proper stations, works, and conveniences connected therewith.

And it is further intended, by such Act, to authorize the said Chester and Holyhead Railway Company, to alter the levels of the said railway in the several parishes, townships, and extra-parochial and other places of Flint, Colehill Fawr, Colehill Fechan, Rhyddlan, and Rhyf, or some of

them, all in the county of Flint; Abergele, Llandulas, Llan, Llandrillo-yn-Rhos, Colwyn, Rhin, and Dinerth, or some of them, all in the county of Denbigh; Llysfaen, Isyffordd, Llandrillo-yn-Rhos, Eirias, Llanrhos, Tre ferry, Conway, Gyffin, and Llanfairfechan, or some of them, all in the county of Caernarvon; and Llandanniel otherwise Llandanniel Fab, Llanfihangel-Esciflog, Llanidan, Llangaffo, Llangeinwen, Trefdraeth, Llangadwaladr, Aberffraw, Llangwysfen, Llanfaelog, Llanfihangel-yn-howyn, Llanyhenedl, and Holyhead, or some of them, all in the county of Anglesea, or in some parts of the said several parishes, townships, and extra-parochial or other places.

And it is intended by such Act, to take powers to alter, or divert, or stop up, all turnpike and other roads, railways, tramways, aqueducts, pipes, sewers, canals, streams, and rivers within the aforesaid parishes, townships, extra-parochial, and other places, or any of them, with which it may be necessary to interfere for the purposes aforesaid.

And is also proposed, by the said intended Act, to enable the said company to raise a further sum of money for carrying into effect the objects aforesaid, and to purchase, by compulsion or agreement, lands and houses for the purposes aforesaid, and also to levy rates, tolls, and duties, in respect of the use of the said proposed new works, and to grant certain exemptions from such rates, tolls, and duties.

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

And it is also proposed by the said Act, to authorize and empower the said company to subscribe and contribute out of their corporate funds toward the construction of a harbour of safety and packet pier, at Holyhead, to be constructed by Her Majesty's government, and to hold and use such pier when constructed; and also to take tolls and wharfage dues at and for the use of the same; and also to purchase or construct, and to use, maintain, and work steamboats and other vessels for completing the communication with Ireland; or otherwise to charter or hire steamboats, or other vessels, or to contribute towards the funds of any company or persons having, or making and navigating steamboats and other vessels for such purpose, and to raise the necessary capital for such last-mentioned purposes, or either of them, and to take tolls and fares in respect of such steamboats or other vessels.

And for the purposes aforesaid, it is intended to alter, amend, and enlarge the powers and provisions of the several Acts following, relating to the Chester and Holyhead Railway Company; that is to say, an Act passed in the eighth year of the reign of Her present Majesty, intituled "An Act for making a railway from Chester to Holyhead;" and an Act passed in the ninth year of the reign of Her said Majesty, intituled "An Act for com-

pleting the line of the Chester and Holyhead Railway, and for amending the Act relating to the said railway;" and in particular to repeal so much of the said first-mentioned Act, as restricts the erection or establishment of any fixed or permanent machinery, depot, or station, on any field next to, or adjoining, or at the end of the road leading from the town of Abergele to the sea shore.

And it is also intended to extend the time limited by the said Acts, or either of them, for the compulsory purchase of lands within the several parishes, townships, and extra-parochial places of Hawarden, Saltney, Northop, Wepre, Golftyn, Flint, Holywell, Whelstone, Greenfield, Whitford, Meliden, Prestatyn, Rhyddlan, and Rhyl, or some of them, all in the county of Flint; Abergele, in the county of Denbigh; Llandrillo-yn-Rhos, Eirias, Conway, Gyffin, Aber, and Bangor, or some of them, all in the county of Caernarvon; Llanfairpwllgwyngyll, Llangadwaladr, Llanyhenedl, and Llanfair-y-Neubwll, or some of them, all in the county of Anglesea; or in some parts of the aforesaid parishes, townships, and extra-parochial or other places, for the purposes of the railway and works thereby authorized to be constructed.

And notice is hereby further given, that maps, plans, and sections, describing the line and levels of the said intended works, and the lands to be taken for the purposes thereof respectively; and also amended sections of the Chester and Holyhead Railway, shewing the levels thereof, as proposed to be altered, together with books of reference to such plans, containing the names of the owners, or reputed owners, and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, with the Clerk of the Peace for the city of Chester and county of the said city, at his office in Chester; with the Clerk of the Peace for the county of Chester, at his office in Chester; with the Clerk of the Peace for the county of Flint, at his office in Mold; with the Clerk of the Peace for the county of Denbigh, at his office in Ruthin; with the Clerk of the Peace for the county of Caernarvon, at his office in Caernarvon; and with the Clerk of the Peace for the county of Anglesea, at his office in Beaumaris; and a copy of so much of such plans, sections, and books of reference, as relates to the several parishes, in or through which the said intended works and alteration of section are proposed to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective residences.

Dated this fifth day of November 1846.

Timothy Tyrrell, Guildhall, London; *Paraker, Hayes, Barwell and Twisden*, 1, Lincoln's-inn-fields, London, Solicitors to the Bill.

NOTICE is hereby given, that application will be made to Parliament in the next session, for leave to bring in a Bill relating to the several estates in the respective parishes or district

parishes of Leeds, Saint Mark Woodhouse Leeds, Saint John the Evangelist Leeds, Saint Saviour Leeds, Whitkirk, Harewood, and Bardsey, all in the county of York, under the government of the Committee for the execution of charitable uses within the borough of Leeds, in the said county of York, known by the several names of the Leeds Free Grammar School Estates, the Poor Estates, and the Improvement of the Highways Estates, and held by the said Committee in trust for the several charitable purposes aforesaid, or some or one of such estates, for the purpose of obtaining an Act of Parliament to authorise the sale of the said estates, or some or one of them, or some part or parts thereof, and to authorise the purchase of other estates, to be held in trust as aforesaid, and to vest the legal estate of the said charity estates, or some or one of them, or some part or parts thereof, in the Trustees of the said charities, and also to incorporate the said Committee or Trustees of the said charity estates.—Dated this 3d day of November 1846.

Atkinson, Dibb, and Bolland, Solicitors.

Direct London and Portsmouth and London, Brighton and South Coast Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the amalgamation of the Direct London and Portsmouth Railway Company, and of the London, Brighton, and South Coast Railway Company, and to vest in the said last-mentioned company all the property, estate, rights, and privileges, which may at the time of the passing of the said intended Act belong to or be exercised and enjoyed by the said Direct London and Portsmouth Railway Company, and to take and levy tolls, rates, and duties for the use of the said Direct London and Portsmouth Railway, and to raise a further sum of money for such purposes; and it is intended to vary or extinguish all rights and privileges which might in any way impede or interfere with the object aforesaid; and it is further intended by such Act to alter, amend, and enlarge the powers and provisions of two Acts passed in the last session of Parliament, the one intituled "An Act for making a railway from the Croydon and Epsom Railway at Epsom to the town of Portsmouth, to be called 'The Direct London and Portsmouth Railway,'" and the other intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them;" and also, so far as may be necessary, to alter and amend the several Acts following: viz. those passed respectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the sessions held in the first, in the second, and in the third and fourth, the sixth and seventh, the seventh and eighth, the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty Queen Victoria, relating to the London and Croydon Railway; an

Act passed in the seventh and eighth years of the reign of Her said present Majesty, relating to the Croydon and Epsom Railway; the Acts passed respectively in the seventh year of the reign of His said late Majesty King William the Fourth, and the first year of the reign of Her said present Majesty, and in the sixth and seventh, and in the eighth and ninth, and in the ninth, and the ninth and tenth years of the reign of Her said present Majesty relating to the London and Brighton Railway; the Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton, Lewes, and Hastings Railway; and also the Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty relating to the Brighton and Chichester Railway.

Dated this third day of November 1846.

*Burchell, Kilgour, and Parson,
Sutton, Ewens, Ommanney, and Prudence,
George and Henry Faithful.*

Saint Ives, Huntingdonshire, Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for paving, lighting, watching, cleansing, and otherwise improving the several streets, squares, roads, lanes, and other public places within the town of Saint Ives and the neighbourhood thereof, within the several parishes of Saint Ives, Hemingford Grey, and Fenstanton, in the county of Huntingdon and for regulating the buildings therein, and for widening and altering the present streets, and making and opening new streets, ways, and communications, and for making and maintaining drains and sewers, and altering and improving the existing drains and sewers, and for establishing, maintaining, and regulating a proper and effective police, and for removing and preventing encroachments, nuisances, and obstructions therein.

And it is also intended to apply for powers to purchase by agreement, and hold houses, lands, tenements, and hereditaments within the town and parishes aforesaid, for effecting the several purposes aforesaid.

And it is also intended to apply for powers to levy rates or duties on the occupiers or owners of houses, lands, tenements, or hereditaments within the town 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 the fourth day of November 1846.

*Geo. Game Day,
Tho. Esc. Fisher,
Benj. A. Greene.*

York and Newcastle, Newcastle and Berwick, and North British Railways.

(Amalgamation, Lease, or Purchase Bill.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, repeal, and consolidate the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the York and Newcastle Railway Company (lately called the Newcastle and Darlington Junction Railway Company), passed respectively in the sessions of Parliament held in the fifth and sixth, sixth and seventh, seventh and eighth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty; the several Acts relating to the Newcastle and Berwick Railway Company, passed respectively in the sessions of Parliament held in the eighth and ninth and ninth and tenth years of the reign of Her present Majesty; and the several Acts relating to the North British Railway Company, passed respectively in the sessions of Parliament held in the seventh and eighth, eighth and ninth, and ninth and tenth years of the reign of Her present Majesty.

And it is intended, by the said Act so to be applied for, to authorize and empower the union, amalgamation, and consolidation into one undertaking of the railways and works belonging to the said York and Newcastle Railway Company, the Newcastle and Berwick Railway Company, and the North British Railway Company respectively; and the respective capitals, stocks, shares, property, and effects of the same three several companies, and the vesting in one company of all the railways, capital, stocks, shares, property, and effects, powers and privileges now vested, or which during the next session of Parliament may become vested, in the said three several companies, or any 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 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 several railways and works belonging to and authorized to be made by the said York and Newcastle Railway Company, the said Newcastle and Berwick Railway Company, and the said North British Railway Company, or any of them, or any part or parts thereof respectively; and either to adopt, alter, increase, or vary the tolls, rates, or duties now authorized to be taken upon or in respect of the same railways and works respectively, and to confer, vary, or extinguish exemptions from payments of tolls, rates, or duties, and other rights and privileges.

And it is intended, by the said Act so to be applied for, to take powers to enable the said North British Railway Company to demise or lease for any term or number of years, and also subject thereto or otherwise to sell, dispose of, and absolutely to make over and convey to the said York and Newcastle Railway Company, and the said Newcastle and Berwick Railway Company, or either of them, the railway belonging to them, the said North British Railway Company, called

the North British Railway, and all the branch railways, stations, houses, warehouses, buildings, works, lands, and hereditaments connected therewith or thereunto belonging, and all the estate, right, title, interest, conveniences, and things in, about, or appertaining thereto or connected therewith, and all other the property and effects, and all the powers and privileges now vested in them the said North British Railway Company; and to enable the said York and Newcastle Railway Company and the Newcastle and Berwick Railway Company, or either of them, to enter into and accept such lease, and also to make such purchase, and accept an absolute conveyance of the said railways, property, and effects, and to exercise all the powers and privileges now vested in the said North British Railway Company, and thenceforth to amalgamate, consolidate, and unite the said North British Railway, and the branches and works thereof respectively, with the said York and Newcastle Railway and the said Newcastle and Berwick Railway, or either of them; and to enable the said York and Newcastle Railway Company and the said Newcastle and Berwick Railway Company, or either of them, to levy and receive the tolls, rates, and duties now authorized to be taken upon or in respect of the said North British Railway, and the branches and works thereof respectively, and to exercise all or any of the rights and privileges relating thereunto, and, if necessary, to adopt, alter, vary, and increase such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment thereof, and other rights and privileges, and to disincorporate and dissolve the said North British Railway Company.

And it is also proposed, by the said intended Act, to enable the said York and Newcastle Railway Company and Newcastle and Berwick Railway Company, or either of them, to raise a further sum of money for the purpose of carrying into effect the several purposes aforesaid, or some of them.

And in such Act 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 fifth day of November 1846.

Manchester Corporation Water.

(With power to purchase the Manchester and Salford Water Works.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the mayor, aldermen, and burgesses of the borough of Manchester, in the county of Lancaster, to supply water for public, domestic, and other purposes within the said borough, and to appropriate to and for such purposes the water which, under the authority of any other Act of Parliament to be passed during the same session, they may be authorized to collect, impound, and convey to the said borough; and also to purchase a supply of

water from any company or person who may be willing to sell the same, and to convey the same to the said borough; and also for such purpose to enable the said mayor, aldermen, and burgesses, to contract and agree with the company of proprietors of the Manchester and Salford Waterworks, for the purchase of, and to purchase; and to enable the said company of proprietors, to contract and agree for the sale of, and to sell, convey, transfer, and assign to the said mayor, aldermen, and burgesses, all the existing reservoirs, aqueducts, mains, pipes, apparatus, works, property, and effects, now belonging to the said company of proprietors; and also any reservoirs, aqueducts, mains, pipes, apparatus, property, and effects, which, by any Act to be passed in the next session of Parliament, they may be authorized to construct, or which may be vested in them, under or by virtue of any Act of Parliament, or otherwise, and all the powers, rights, privileges, and authorities, which now are, or at any time hereafter, may be vested in, exercised, used, or enjoyed by the said company of proprietors, by virtue of any existing or future Act of Parliament or otherwise; and to authorize the said mayor, aldermen, and burgesses to exercise, use, and enjoy the same, both with reference to the construction and maintenance of the said works, or any of them, and the supply of water therefrom, or by means thereof; and also with reference to the levying and recovering of rates, rents, or payments, and the granting exemption therefrom, or otherwise, and as well within the said borough of Manchester, as within the several places following (being the places which the said company of proprietors are now authorized to supply with water), that is to say, Salford, Broughton, Pendleton, Newton, Failsworth, Bradford, Droylsden, Openshaw, Audenshaw, Gorton, and Denton, in the said county of Lancaster.

And it is proposed by the said intended Act (if need be) to dissolve the said company of proprietors.

And it is also proposed by the said intended Act to enable the said mayor, aldermen, and burgesses, to demand and levy rates and assessments for the purposes of such supply of water, upon the owners and occupiers of property within the said borough, and to grant exemptions from the payment thereof; and also to raise money for the several purposes aforesaid, upon the credit of the borough rate, or borough fund, of the said borough, and also upon the credit of the rates, assessments, rents, charges, and payments to be granted by the said intended Act.

And notice is hereby also given, that it is intended, for the purposes aforesaid, or some of them, to alter, amend, extend, and enlarge, or to repeal some or all of the powers and provisions of the several Acts relating to the Manchester and Salford Waterworks, passed respectively in the forty-ninth, fifty-third, and fifty-sixth years of the reign of His Majesty King George the Third; in the first, second, and fourth years of the reign of His Majesty King George the Fourth; and in the fourth and ninth years of the reign of Her present

Majesty; and of the several Acts relating to the borough of Manchester passed respectively in the eighth, ninth, and tenth years of the reign of Her present Majesty.—Dated the third day of November, 1846.

Joseph Heron, Town Clerk.

Liverpool, Crosby, and Southport Railway
and Branch.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorise the making and maintaining of a railway, with all proper works and conveniences connected therewith, commencing by a junction with the Liverpool and Bury Railway, as at present authorised to be made, at or near a certain field in the township of Kirkdale, in the parish of Walton-on-the-Hill, in the county of Lancaster, numbered 8, in the plans of the said railway referred to in the "Liverpool and Bury Railway Act 1845;" passing thence from, in, through, or into the several parishes, townships, and extra parochial places of Liverpool parish, Liverpool borough, Walton-on-the-Hill, Kirkdale, Bootle, Linacre, Bootle-cum-Linacre, Walton, Sefton otherwise Sephton, Litherland, Seaforth, Great Crosby, Little Crosby, Crosby Sea Bank, Waterloo, Orrell and Ford, Ince Blundell, Altcar parish, Altcar township, Little Altcar, Formby otherwise Formby and Ainsdale otherwise Amsdale, Downholland, Halsall parish, Halsall township, Birkdale, Raven Meols otherwise Ravers Meols, North Meols parish, North Meols township, and Southport, or some of them, in the said county of Lancaster, and terminating at a certain piece of waste or vacant ground on the east side of Chapel-street, in the town of Southport, and parish and township of North Meols aforesaid, belonging to Charles Scarisbrick, Esq.

And also a branch railway from and out of the said intended railway, commencing by a junction therewith, at or near a certain field belonging to the Right Honourable the Earl of Derby, and adjoining the Leeds and Liverpool Canal, and on the east side thereof, situate in the said township of Kirkdale, and parish of Walton-on-the-Hill, in the said county, passing thence, in or through the same township and parish, and terminating by a junction with the said Liverpool and Bury Railway, at or near a certain field in the same township and parish numbered 14 on the plans of the said Liverpool and Bury Railway before referred to.

And it is further proposed by the said Act to alter, divert, or stop up, whether permanently or temporarily, all such turnpike roads, aqueducts, canals, railways, and navigations within the parishes, townships, and extra parochial places aforesaid, or some of them, as it may be necessary so to alter, divert, or stop up for the purposes of the said intended works.

And it is further intended by the said Act to incorporate a company for the purpose of carrying into effect the said proposed undertaking, with power to raise money for the purpose, and to

levy tolls, rates, or duties for the use of the said railways and works, and to grant certain exemptions from such tolls, rates, or duties; and also to enable the said proposed company to purchase, by compulsion and agreement, lands and houses for the purposes aforesaid; and also to vary and extinguish all rights and privileges connected with the lands and houses required for the purposes of the said works, or which may in any manner interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that maps, 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 respectively, together with the books of reference to such plans, containing the names of the reputed owners, lessees, and of the 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 Lancaster, at his office in Preston, in the said county; and that, on or before the said thirtieth day of November instant, a copy of so much of the said plans and sections as relates to each of the parishes in or through which the said railway and branch railway respectively, will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerks of such parishes, at their respective residences.—Dated this seventh day of November 1846.

*Duncan and Radcliffe, Liverpool,
H. and W. Toogood, 22, Parliament-street,
London, Solicitors for the Bill.*

Harwich and Eastern Counties Junction Railway and Pier,—from Harwich to the Eastern Union Railway at Ardleigh.

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 a railway, with all proper wharfs, stations, and conveniences connected therewith, commencing within the port or harbour of the borough of Harwich, in the county of Essex, at or near Bath Side, and at or near a certain street or road called or known as Out Part of Town Westward, both in the parish of Saint Nicholas, Harwich, in the said borough, and terminating by two several junctions with the Eastern Union Railway, one at or near a farm called Home Farm, in the occupation of Edward Abbott, and the other at or near the Ardleigh Station of the said Eastern Union Railway, both in the parish of Ardleigh, in the said county of Essex; and also to authorize the erection, construction, and maintenance of a pier or jetty within the said port or harbour of the said borough of Harwich, in the said county of Essex, in connection with such railway; and which intended railway, pier, or jetty, and the wharfs, works, stations, and conveniences connected therewith, will 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; Saint Nicholas Harwich, Lower Dovercourt, Upper Dovercourt, Little Oakley, Great Oakley, Ramsey, Wrabness, Wicks-green, Wicks otherwise Wickes otherwise Wix, Bradfield, Mistley, Manningtree, Little Bromley, Great Bromley, Lawford, and Ardleigh, all in the said county of Essex.

And notice is hereby further given, that duplicate plans and sections, describing the line or situation and levels of the said intended railway and pier, or jetty and works, and describing also the lands proposed to be taken for the purposes aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, will be deposited, 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; 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 railway, and pier or jetty, and works, are intended to pass or be made, will be deposited, on or before the said thirtieth day of November instant, with the parish clerks of such parishes 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 pier or jetty, wharfs, works, and stations; to such extent as will be defined in the said plans, and to cross, alter, divert, or stop up such turnpike roads, parish roads, and other highways, streams, rivers, water courses, navigations, canals, and railways within the several parishes, townships, and extra-parochial places before mentioned, or such of them as it may be necessary to cross, alter, divert, or stop up for the purposes of the said railway pier and works.

And it is also proposed, by the said intended Act, to incorporate a company for constructing and carrying into effect the said railway, and pier or jetty, wharfs, 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 pier or jetty, wharfs, 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, houses, 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 intended railway, and pier or jetty, wharfs, works, stations, and conveniences, and to confer other rights and privileges in respect thereof.

And it is further proposed, by the said intended Act, to enable the company thereby to be incorporated to sell, transfer, let or lease the said intended railway, and pier or jetty, wharfs, works,

and stations, or any part thereof, to any other company, and to authorize such other company to purchase or rent the same, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed upon between the said two companies.—Dated this fourth day of November 1846.

Bourdillon and Sons,
Great Winchester-street, London.

Cheltenham Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of an Act, passed in the fifth year of the reign of King George the Fourth, intituled "An Act for better supplying the town and neighbourhood of Cheltenham, in the county of Gloucester, with water;" and also an Act, passed in the second year of the reign of Her Majesty Queen Victoria, intituled "An Act for enabling the Cheltenham Water Works Company to enlarge and extend their works, and for amending the Act relating thereto," or both or one of them; and to authorize the company thereby incorporated to raise a further sum of money.—Dated this third day of November 1846.

Williams and Griffiths, Solicitors for the Bill.

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 situated in the township and parish of Wolverhampton, in the said county of Stafford, within the limits hereinafter mentioned, and known by the several names, and containing the several quantities following, namely:—Buckford Leasow otherwise Birches Piece, containing nine acres three roods and thirty-one perches, or thereabouts, and belonging to his Grace George Granville Duke and Earl of Sutherland, and Pigstye Lane Field, containing nine acres one rood and fourteen perches and half a perch, or thereabouts, and belonging to the Reverend John Louis Petit, Clerk, and both which said closes, pieces or parcels of land and premises adjoin together, and contain in the whole nineteen acres one rood and five perches and half a perch, and are now in the occupation of Joseph Ash, and are bounded on the North and North-west by lands belonging to the said Duke and to the said John Louis Petit, in the occupation of the said Joseph Ash, on the south by land belonging to Thomas Perry, Esquire, late in the occupation of William Ash, deceased, on the east by lands belonging to Louis Hayes Petit, Esquire, in the occupation of Joseph Croshaw, on the west by a road

or way leading from Meredale otherwise Merridale, in the aforesaid township, to the said town of Wolverhampton, and on the south-west by a road or lane called "Pigstye Lane," leading from the last-mentioned road into a road or way called Birches' Barn Lane, one moiety whereof is in the said township of Wolverhampton.

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 purchase of the two 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 to confer others, and also to divert, alter, widen, or stop up all such roads, lanes, ways, 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 purposes of the said intended Cemetery or burial ground and works connected therewith, and also to make all necessary roads or communications from the said intended Cemetery or burial ground or any part thereof, to or into the said road or way leading from Meredale otherwise Merridale aforesaid, to Wolverhampton aforesaid, and to, or into the said road or lane called "Pigstye Lane," leading from the last-mentioned road or way to Birches' Barn Lane 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 powers, under the said intended Act, to prohibit, under penalties, burials and interments, from and immediately after the said intended cemetery shall be opened for public use and partly consecrated, or from some other period, in the graveyards, or other places of interment, of, in, attached, or belonging to the several churches of St. Peter, otherwise the Collegiate Church, of St. John, and St. George, all in Wolverhampton aforesaid, and also of, in, attached or belonging to the chapels belonging to or used by the several congregations of persons professing the Roman Catholic Faith, and the denominations of dissenters known as Baptists and Independents, in the said township and parish of Wolverhampton, and also in all other burial places or graveyards (if any), situated within the said township of Wolverhampton, unless the coffins be so placed as that the upper surface thereof shall be at least five feet below the surface of the ground wherein the interments shall be made, and so that no dead body, or the remains thereof, which shall have been buried in any grave, not being a vault or brick grave, shall be removed or disturbed for the purpose of effecting any other interment, above or below the same, and also to prohibit burials or interments in any common or open grave or ground, in which a corpse shall have been then already interred in any of the said several graveyards or other places of interment.

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 chapel or chapels, 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, or to extend the same and to manage the concerns thereof.

Dated the second day of November 1846.

Alfred Hall Browne, Solicitor for the Bill.

E. B. Tattershall, Solicitor, 9, Great James-street, Bedford-row.

Newmarket and Chesterford Railway (Extension to Thetford.)

With powers of sale or lease to the Eastern Counties Railway Company.

NOTICE is hereby given, that application will be made to Parliament in the ensuing session, for an Act or Acts to authorize and empower the Newmarket and Chesterford Railway Company to construct, as an extension of their line from Chesterford to Newmarket, authorized to be made by an Act of the last session of Parliament, a railway, with all proper works and conveniences, to commence by a junction with the Newmarket and Chesterford Railway, near the present terminus thereof, at the town of Newmarket, in certain fields the property of His Grace the Duke of Rutland, in the parish of Wood Ditton, in the county of Cambridge, and to pass from thence in, through, or into the several parishes, townships, extra-parochial, and other places of Newmarket All Saints, Wood Ditton, Cheveley, Ashley, otherwise Ashley-cum-Sylverly, and Kennet, or some of them, all in the county of Cambridge; Moulton, Kentford, Gazeley, Herringswell, Tuddenham, Mildenhall, Barton Parva, otherwise Barton Mills, Cavenham, Icklingham All Saints, Icklingham Saint James, Eriswell, Elvedon, otherwise Elvdon, otherwise Eldon, otherwise Elden, Barnham St. Martin, Barnham St. Gregory, Barnham All Saints, and the parish of St. Mary, in the borough of Thetford, or some of them, all in the county of Suffolk; and the parish of Saint Peter, in the said borough of Thetford, in the county of Norfolk; and to terminate by a junction with the Norfolk Railway at or near the town of Thetford, in the parish of Saint Peter and borough of Thetford aforesaid, in the said county of Norfolk.

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, whether temporarily or permanently, all such turnpike roads, parish roads, and other public highways, streets, rivers, streams, sewers, canals, navigations, railways, or tram-roads, 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 work.

And notice is hereby further given, that it is intended by the said Act or Acts, to authorize the Newmarket and Chesterford Railway Company to raise by contributions amongst themselves or by the admission of other persons as subscribers to the said undertaking, the necessary funds for carrying into effect the proposed works, or some parts thereof, and to apply for powers for the compulsory purchase of lands and houses, 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 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 Act or Acts, to empower the said Newmarket and Chesterford Railway Company, 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 Eastern Counties Railway Company, and to delegate to the said Eastern Counties Railway Company as aforesaid, the execution of all or any of the powers of the said intended Act or Acts, and to authorize the said Eastern Counties 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 railway and works, or any part thereof and to purchase, rent, work, or construct the said intended railway 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 intended Act or Acts, to authorize the union and amalgamation of the said Newmarket and Chesterford Railway Company with the said Eastern Counties 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 railway and works.

And for the purposes aforesaid, it is proposed, by the said intended Act or Acts, 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 last session of Parliament, intituled "An Act for making a railway from Chesterford to Newmarket, with a Branch to Cambridge," 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 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," 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 Stortford and Newport, and to alter and amend the Acts relating to the said railway;" and also of an Act passed in the last session of Parliament, intituled "An Act to enable the Eastern Counties Railway Company to make a Railway from Epping to a point of junction with the Eastern Counties Railway, at or near the Ilford Station thereon;" and also of an Act passed in the last session of Parliament, intituled "An Act to enable the Eastern Counties Railway Company to enlarge their stations in London and at Stratford, and for other purposes."

And notice is hereby further given, that plans and sections, describing the lines and levels of the said intended railway, 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 and lessees, and of the occupiers of such lands, will be deposited on or before the thirtieth day of November, 1846, with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; with the Clerk of the Peace for the county of Suffolk, at his office, at Bury St. Edmunds; and with the Clerk of the Peace for the county of Norfolk, at his office, at Aylsham.

And that a copy of so much of the said plans, sections, and books of reference, as relates to the several parishes in and through which the said railway is intended to pass, or be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective residences.—
Dated this fifth day of November 1846.

Timothy Tyrrell, Guildhall, London, } Solicitors
William Parr Isaacson, Newmarket, } for the Bill.

Birkenhead Improvement Water Works, and purchase of Birkenhead and Claughton Water Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of the several Acts following; that is to say, an Act passed in the third and fourth years of King William the Fourth, intituled, "An Act for paving, lighting, watching, cleansing and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" another Act passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to amend an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled, an Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township; another Act passed in the fifth year of the reign of Her present Majesty, intituled, "An Act to authorize the purchase of a certain ferry, called Woodside Ferry, by the commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester, and for amending the improvement Acts for the said township;" another Act passed in the sixth year of the reign of Her present Majesty, intituled, "An Act for extending the powers of the commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Claughton-cum-Grange, and part of the township of Oxton in the same county, within their jurisdiction;" another Act passed in the same year, intituled, "An Act for establishing a cemetery in Birkenhead and Claughton-cum-Grange, or one of them, in the county of Chester;" another Act passed in the seventh year of Her present Majesty's reign, intituled, "An Act to authorize the purchase of Monk's Ferry by the commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester;" and for amending the Acts relating to the said commissioners; and another Act passed in the last session of Parliament, intituled, "An Act for altering, amending and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester."

And it is proposed by the said intended Act to give to the said commissioners acting in the execution of the said hereinbefore-mentioned Acts further powers for supplying water for watering the several streets, roads, lanes, highways, squares, passages and places now or hereafter, being within Birkenhead, Claughton-cum-Grange, and part of Oxton aforesaid, and for extinguishing fires, for supplying washhouses and baths, and for domestic and other purposes within Birkenhead, Claughton-cum-Grange, and part of Oxton, aforesaid, and for supplying shipping frequenting the

Birkenhead docks, within the township or chapelry of Birkenhead aforesaid, and for effecting such last-mentioned objects to sink wells, and to lay down mains and pipes, and to construct tanks, and to provide pumps and fountains within Birkenhead, Claughton-cum-Grange, and part of Oxton aforesaid, and along the dock quays, also to provide along the dock quays, and elsewhere within Birkenhead, Claughton-cum-Grange, and part of Oxton aforesaid, troughs for watering cattle and for other purposes. And it is also proposed by the said intended Act to enable the said commissioners to construct and maintain the several reservoirs upon land vested in the said commissioners, and situate within the said township of Birkenhead, near the boundary stone at the junction of the townships of Claughton-cum-Grange, Oxton, and Bidston, and also to construct an aqueduct to communicate between such respective reservoirs in the said township, and an aqueduct to commence from and out of the intended reservoir nearest to the said boundary stone, and to terminate at and in the reservoir belonging to the Birkenhead and Claughton Gas and Water Company, which said intended aqueduct will be situate within the parishes, townships, and extra-parochial or other places of Birkenhead, Claughton-cum-Grange, Oxton, Bidston, and Woodchurch, in the said county of Chester, and also to lay down and maintain through private lands, and through the streets, roads, lanes, and other public places within Birkenhead aforesaid, all necessary mains, pipes, and apparatus for the purpose of affording a better supply of water for the purposes of the said hereinbefore mentioned Acts and the said intended Act, or any of them.

And it is further proposed by the said intended Act, to enable the said commissioners to purchase either by compulsion or agreement, the water-works, reservoirs, engines, water-mains, water-pipes, and other property, estate, and effects connected with the water-works now or at any time hereafter, belonging to the Birkenhead and Claughton Gas and Water Company, and all the rights, powers, privileges, and authorities of such last-mentioned company, of and in relation to the same, and to enable such last-mentioned company to sell the same, and to vest the same in the said commissioners, and to enable the said commissioners to have, use, exercise, and enjoy all the powers, privileges, and authorities vested in the said company, as regards the said water-work, and as well such as relate to the supplying of water, as also such as relate to the levying of the rates, and rents for such supply; and for such purpose it is intended to alter, amend, and enlarge, or to repeal some of the powers and provisions of an Act passed in the session of Parliament, held in the fourth and fifth years of the reign of Her present Majesty, intituled "An Act for supplying Birkenhead and other townships in the hundred of Wirrall, in the county of Chester, with Gas, and for supplying Birkenhead aforesaid, with water," so far as relates to the water-works established under the authority of the said Act, and if need be, to dissolve the said company.

And it is also intended by the said Act, to enable the said commissioners to levy rates and assessments upon the owners and occupiers of property within the several places aforesaid, or some of them, and also to charge rents and to receive payments in respect of the supply of water to be afforded by them as aforesaid, and otherwise for the purposes of the said recited Acts, and the said intended Act, and to alter, extend, or vary, the rates, rents, or charges which the said Birkenhead and Cloughton Gas and Water Company, are by the said last-mentioned Act, authorized to levy and receive in respect of the supply of water afforded by them under the authority of the said Act, and to confer, vary, or extinguish, exemptions from the payment of rates, assessments, rents, or charges, and other rights and privileges as may be found expedient.

And by the said Act it is further intended to enable the said commissioners to purchase by compulsion or agreement, all such lands, reservoirs, aqueducts, tenements, and hereditaments, as may be necessary for the purposes aforesaid, and to vary, or extinguish all existing rights and privileges in any manner connected with such lands, reservoirs, aqueducts, tenements, and hereditaments, or which would impede or interfere with the purposes aforesaid, and to confer other rights and privileges.

And power will also be taken by the said Act to enable the said commissioners to raise a further sum of money for the purposes aforesaid.

And notice is hereby further given, that plans and sections of the said intended reservoirs, aqueducts, and other works proposed to be constructed under the authority of the said intended Act, together with books of reference, thereto will be deposited, on or before the thirtieth day of this present November, with the Clerk of the Peace, for the county of Chester, at his office in Chester; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes, within which the said works will be situate, will, on or before the same thirtieth day of November, be deposited with the parish clerks of those parishes respectively, at their respective residences.—Dated this fourth day of November 1846.

Lloyd and Waln,
Solicitors for the Bill.

Surrey and Kent Commission of Sewers Acts
Amendment.

NOTICE is hereby given, that application is intended to be made in the now next session of Parliament, for leave to bring in a Bill to alter, amend, explain, enlarge, and extend the powers and provisions contained in the several under-mentioned Acts of Parliament, namely, an Act, passed in the forty-ninth year of His late Majesty King George the Third, intituled "An Act for making new sewers and drains, and amending

the present sewers and drains within certain districts, under the jurisdiction of the Commissioners of Sewers for the limits extending from East Mousley, in Surrey, to Ravensborne, in Kent, and for other purposes relating to the execution of the Commission of Sewers for the said limits;" and an Act, passed in the fiftieth year of the reign of His late Majesty King George the Third, intituled "An Act for amending, enlarging, and extending the powers of an Act, passed in the last session of Parliament, relating to the execution of the Commission of Sewers for the limits from East Moulsey, in Surrey, to Ravensborne, in Kent;" and an Act, passed in the fifty-third year of the reign of His said late Majesty King George the Third, intituled "An Act for amending, enlarging, and extending the powers of two several Acts, passed in the forty-ninth and fiftieth years of His present Majesty, relating to the execution of the Commission of Sewers for the limits extending from East Moulsey, in Surrey, to Ravensborne, in Kent;" or to repeal the said Acts, and to substitute better and more effectual powers and provisions in lieu thereof, and to extend the powers and provisions of the said three several Acts, or the powers and provisions to be by such intended Bill substituted in lieu of such Acts, or some of such powers and provisions respectively, to all the districts under the jurisdiction of the Commissioners of Sewers for the limits extending from East Moulsey, in the county of Surrey, to Ravensborne, in the county of Kent.

And in such Bill are intended to be contained new and additional powers and provisions for enabling the Commissioners of Sewers for the limits aforesaid to alter and improve the existing sewers, drains, watercourses, and other works in all the said districts under the jurisdiction of the said commissioners, and for making and maintaining new sewers, drains, watercourses, and other works in all the said districts, as well for the health and comfort of the inhabitants thereof, as for the defending, draining, sewing, and securing the lands and property therein.

And in the said Bill are also intended to be contained powers and provisions for enabling the said Commissioners of Sewers for the limits aforesaid to alter and vary the rates, charges, and assessments by the said Acts, or some of them, authorized to be made and collected, and to make, levy, and collect new and other rates and assessments on and from the inhabitants or occupiers of the lands and hereditaments within all the said districts under the jurisdiction of the said Commissioners of Sewers, and to borrow money at interest on the credit of such rates; and also other powers and provisions for the more effectual execution of the Commission of Sewers for the limits aforesaid.

Dated this fourth day of November 1846.

Geo. H. Drew, Solicitor,
185, Bermondsey-street.

Brighton and Chichester, and London, Brighton, and South Coast, and London and South Western Railway Companies' Acts Amendment.

Power for the two last-mentioned Companies to purchase and hold jointly part of the Portsmouth Extension of the Brighton and Chichester Railway, lying between Cosham and Portsmouth.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Brighton and Chichester, the London, Brighton, and South Coast, and the London and South Western Railway Companies jointly, or in such manner as shall be prescribed or sanctioned by the said Act, to carry on and complete the construction of a certain part of the line of the Portsmouth Extension of the Brighton and Chichester Railway, and all necessary stations, works, approaches, and conveniences connected with such part, as the same were authorized to be constructed by an Act of Parliament, passed in the session held in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a railway from the Brighton and Chichester Railway to Portsmouth, with a branch to Fareham," commencing in the parish of Wymering, in the county of Southampton, and terminating at the proposed Portsmouth terminus thereof, in the parish of Portsea, in the same county; and jointly, or in such manner as aforesaid, to have, hold, use, and maintain the said part of the said railway, as and when the same shall be completed, and to enable the Brighton and Chichester Railway Company, or the London, Brighton, and South Coast Railway Company, or any other parties interested in the aforesaid part of the Portsmouth Extension of the Brighton and Chichester Railway, to sell, lease, or transfer the same to and to vest the same in the London, Brighton, and South Coast, and London and South Western Railway Companies jointly, and to enable the said, London, Brighton, and South Coast Railway Company, and the said London and South Western Railway Company to purchase and take a lease or accept a transfer thereof accordingly; and it is proposed by the said intended Act to confer upon the said last-mentioned companies jointly, or in such manner as aforesaid, the same or similar powers as by or under the authority of the last-mentioned Act were conferred upon the Brighton and Chichester Railway Company for making and maintaining, or using and working the said part of the said railway, and the taking of tolls, rates, and duties upon or in respect thereof; and it is also intended by the said proposed Act to authorize the said London, Brighton, and South Coast Railway Company, and the said London and South Western Railway Company to raise capital for the purposes aforesaid; or to subscribe towards the making and maintaining the said part of the said railway, and to hold shares in the capital and stock of the company for the time being owning the same, and to authorize each of the said companies to enter into, make, do, and perform all

such agreements, acts, and things as may be necessary or expedient for carrying into full effect the objects of the said intended Act.

And notice is hereby further given, that for the purposes of the said intended Act some of the powers and provisions of the Acts of Parliament hereinafter mentioned will be altered, amended, enlarged, or repealed; that is to say, the Acts passed in the sessions held respectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, in the first, the second, the third and fourth, the sixth and seventh, the seventh and eighth, the eighth and ninth, the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; the Acts passed in the session held in the seventh and eighth years of the reign of Her present Majesty, relating to the Croydon and Epsom Railway Company; the Acts passed in the session held in the seventh year of the reign of His late Majesty King William the Fourth, and the first year of the reign of Her present Majesty, and the Acts passed in the sessions held respectively in the sixth and seventh, and in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Brighton Railway Company; the several Acts passed in the sessions held in the seventh and eighth, in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the Brighton, Lewes, and Hastings Railway Company; the Acts passed in the sessions held in the seventh and eighth, and in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the Brighton and Chichester Railway Company; the before-mentioned Act passed in the session held in the eighth and ninth years of the reign of Her present Majesty, authorizing the construction of the said part of the said Brighton and Chichester Railway between Cosham and Portsmouth; the before-mentioned Act passed in the last session of Parliament for consolidating the London and Brighton, and London and Croydon Railway Companies; and the several Acts following, relating to the London and South Western Railway Company; that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South Western Railway Company's Amendment Act, 1844;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1845;" "The Southampton and Dorchester Railway Company's Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The London and South Western Railway Chertsey and Egham Branch Act, 1846;" "The

London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Hampton Court Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extension Act, 1846;" and "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846."—Dated this sixth day of November 1846.

Brighton and Chichester, and London, Brighton and South Coast, and London and South Western Railway Companies Acts Amendment.

(Power for the two last-mentioned Companies to purchase and hold, jointly, part of the Portsmouth Extension of the Brighton and Chichester Railway lying between Havant and Portsmouth.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Brighton and Chichester, the London, Brighton and South Coast, and the London and South Western Railway Companies, jointly, or in such manner as shall be prescribed or sanctioned by the said Act, to carry on and complete the construction of a certain part of the line of the Portsmouth Extension of the Brighton and Chichester Railway, and all necessary stations, works, approaches, and conveniences connected with such part as the same were authorized to be constructed by an Act of Parliament, passed in the session held in the eighth and ninth years of the reign of Her present Majesty, intituled "An Act for making a railway from the Brighton and Chichester Railway to Portsmouth, with a branch to Fareham," commencing in the parish of Havant, in the county of Southampton, and terminating at the proposed Portsmouth terminus thereof, in the parish of Portsea, in the same county, and jointly or in such manner as aforesaid, to have, hold, use, and maintain the said part of the said railway, as and when the same shall be completed; and to enable the Brighton and Chichester Railway Company, or the London, Brighton and South Coast Railway Company, or any other parties interested in the aforesaid part of the Portsmouth Extension of the Brighton and Chichester Railway, to sell, lease, or transfer the same to, and to vest the same in the London, Brighton and South Coast, and London and South Western Railway Companies, jointly; and to enable the said London, Brighton and South Coast Railway Company, and the said London and South Western Railway Company to purchase and take a lease, or accept a transfer thereof accordingly.

And it is proposed, by the said intended Act, to confer upon the said last-mentioned companies, jointly, or in such manner as aforesaid, the same or similar powers as by or under the authority of the last-mentioned Act were conferred upon the Brighton, and Chichester Railway Company, for making and maintaining, or using and working the said part of the said railway, and the taking of tolls, rates, and duties upon or in respect thereof.

And it is also intended, by the said proposed Act, to authorize the said London, Brighton and South Coast Railway Company, and the said London and South Western Railway Company, to raise capital for the purposes aforesaid, or to subscribe towards the making and maintaining the said part of the said railway, and to hold shares in the capital and stock of the company for the time being owning the same, and to authorize each of the said companies to enter into, make, do, and perform all such agreements, acts, and things as may be necessary or expedient for carrying into full effect the objects of the said intended Act.

And notice is hereby further given, that for the purposes of the said intended Act, some of the powers and provisions of the Acts of Parliament hereinafter mentioned will be altered, amended, enlarged, or repealed, that is to say, the Acts passed in the sessions held respectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth; in the first, the second, the third and fourth, the sixth and seventh, the seventh and eighth, the eighth and ninth, the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; the Acts passed in the session held in the seventh and eighth years of the reign of Her present Majesty, relating to the Croydon and Ripson Railway Company; the Acts passed in the session held in the seventh year of the reign of His late Majesty King William the Fourth, and the first year of the reign of Her present Majesty, and the Acts passed in the sessions held respectively in the sixth and seventh, and in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Brighton Railway Company; the several Acts passed in the sessions held in the seventh and eighth, in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the Brighton, Lewes and Hastings Railway Company; the Acts passed in the sessions held in the seventh and eighth, and in the eighth and ninth, in the ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the Brighton and Chichester Railway Company; the before-mentioned Act, passed in the session held in the eighth and ninth years of the reign of Her present Majesty, authorising the construction of the said part of the said Brighton and Chichester Railway, between Havant and Portsmouth; the before-mentioned Act, passed in the last session of Parliament, for consolidating the London and Brighton and London and Croydon Railway Companies; and the several Acts following, relating to the London and South Western Railway Company, that is to say, "The London and South Western Railway Act, 1834;" "The London and South Western Railway Deviations Act, 1837;" "The Portsmouth Branch Railway Act, 1839;" "The London and South Western Railway Company's Amendment Act, 1841;" "The London and South Western Railway Company's Wandsworth Water Act, 1841;" "The Salisbury Branch Railway Act, 1844;" "The London and South

Western Railway Company's Amendment Act, 1844;" "The London and South Western Railway Metropolitan Extensions Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1845;" "The Southampton and Dorchester Railway Company's Act, 1845;" "The London and South Western Railway Company's Amendment Act, 1846;" "The London and South Western Railway Chertsey and Egham Branch Act, 1846;" "The London and South Western Railway Farnham and Alton Branch Act, 1846;" "The London and South Western Railway Hampton Court Branch Act, 1846;" "The London and South Western Railway Company's London Bridge Extension Act, 1846;" and "The London and South Western Railway Company's Basingstoke and Salisbury Extension Act, 1846."—Dated this sixth day of November 1846.

Exeter, Yeovil, and Dorchester Railway, and Branches.

(Lines from Exeter to Yeovil, with Branches or Extensions to the Bristol and Exeter Railway, Sidmouth, Chard, Ilminster, Bridport Harbour, Boarden-bridge, Charmouth, and the Wilts, Somerset, and Weymouth Railway at Yeovil, with power to amalgamate with the London and South Western Railway Company, or to enable such company to subscribe towards or to purchase or take a lease of the 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 for making and maintaining the following Railways, and Branch and Extension Railways, or some of them, with all proper stations, erections, bridges, wharfs, warehouses, works, communications, approaches, and conveniences connected therewith, that is to say:—

A main line of railway, to commence in the parish of Saint David, in the county of the city of Exeter (part of the said parish being for certain purposes in the county of Devon,) at a road called Queen-street or Queen-street-road, near the Exeter city gaol, and adjoining a certain field belonging to the trustees of Flayes' Charity, and in the occupation of the commissioners of improvement for the city of Exeter, and to terminate in the parish of Yeovil, in the county of Somerset, in the house, garden, and premises (now or late belonging to Mr. Charles Foan), and occupied by Mr. W. M. Peniston, near the Penstile turnpike gate, which said railway and works are intended to be made and to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Saint Paul, in the city of Exeter, Saint David, Saint Sidwell, and Saint James, in the county of the city of Exeter, Saint David, Heavitree, Whipton, East Wonford, South Wonford, Pinhoe, Broadclist, Honiton's Clist, Rockbeare, Whimple, Larkbeare, Lower Larkbeare, Street Raleigh, Taleford, Talaton, Payhembury, Feniton, Ottery Saint Mary, Saint Philip, Saint Philip and Saint James, Saint John, Al-

phington otherwise Affingham Tything, Gosford Tything, Cadhay otherwise Thorn Mow Tything, Gittisham, Buckereil, Awliscombe, Honiton, Honiton borough, Werrington, Monkton, Coombe Rawleigh otherwise Combe Rawleigh, Offwell, Widworthy, Wilmington, Cotleigh, Shute, Whitford otherwise Whiteford, Musbury, Roosdown, Kilmington, Axminster, Trill, Abbey, Wyke, Axminster town, West Water, Uphay, Weycroft, Smallridge, Beerhall, Thorncombe, Holditch, Thorncombe Tything, Holditch Tything, Ford Abbey, Colyton, Colyford, Dalwood and Stockland, in the county of Devon; Thorncombe, Holditch, Thorncombe Tything, Holditch Tything, Ford Abbey, Axminster, Beerhall, Smallridge, Dalwood, Stockland, Chardstock, Allson, All Saints, Titherleigh, Hawkchurch, Phillihome, Wildcourt otherwise Wyld Court, Clifton Mabank otherwise Clifton Maubank, Ryme Intrinseca, Bradford Abbas, Broadwinsor, Childhay, Broadwinsor Tything, Broadwinsor Liberty, Drimpton, Burstock, Dillberford, Blackdown, Little Windsor, South Perrott and South Perrott Tything, in the county of Dorset, and Closeworth otherwise Closworth, Sutton Bingham, East Coker, West Coker, Pendomer, Hardington Mandeville, Hardington Mandeville Tything, Hardington Marsh, Haselbury Plucknett, North Perrott, North Perrott Tything, Misterton, Misterton Tything, Crewkerne, Crewkerne Tythings, East Hams, East Hams Tything, Coombe, Coombe Tything, Hewish, Hewish Tything, Woolminstone, Woolminstone Tything, Clapton, Clapton Tything, Greenham, Seaborough, Seaborough Tything, Cricket Saint Thomas, Wayford, Wayford Tything, Coomb, Oathill, Grange, Oathill Tything, Beer Chapel otherwise Beer Chappell, Winsham, Ammerhambridge, Chard, Chard parish, Chard borough, Tatworth, South Chard, Crim Chard, Old Town, Forton, Yeovil, Kingston juxta Yeovil alias Pitney, Wigdon, and Huntley, Hendford, Yeovil Marsh, Yeovil borough, Barwick otherwise Berwick otherwise Barwick and Stoford, Chaffcombe, Street, and Leigh, in the county of Somerset.

Also a branch railway, or an extension of the said first described main line of railway, commencing at the before described point of commencement of the said main line, in the said parish of Saint David, and terminating in the said parish of Saint David, at the open yard or road, on the eastern side of the Exeter station of the Bristol and Exeter Railway, which said branch or extension is intended to be made and to pass from, in, through, or into, the several parishes, townships, extra-parochial and other places following, or some or one of them; that is to say, the said parish of Saint Paul, in the city of Exeter; Saint David and Saint Sidwell, in the county of the city of Exeter; Saint David and Saint Thomas the Apostle, in the county of Devon.

Also a branch railway, commencing from the said first described main line of railway, in the said parish of Ottery Saint Mary, in the Gosford-road, leading to the town of Ottery Saint Mary,

from the turnpike road from Exeter to Honiton, near two cottages, occupied by Thomas Clapp and William Vincent, and terminating on the sea-shore in the parish of Salcombe Regis, in the county of Devon, adjoining land called the Ham, the property of George Cornish, in the occupation of Frederick Hooke, which said lastly described branch railway is intended to be made, and to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Ottery Saint Mary, Saint Philip, Saint Philip and Saint James, Saint John, Gosford Tything, Cadhay otherwise Thorn Mow Tything, Town Tything otherwise Ottery Town Tything, Wiggaton Tything, Fluxton Tything, Tipton Tything, Aylesbeare, Fen Ottery otherwise Ven Ottery, Newton Poppleford, Harpford, Bowde otherwise Bowood or Bow Wood, Stopford otherwise Stoford, Sidbury, Sidford, Bicton, Datton, Bulverton, Higher Woolbrook, Middle Woolbrook, Lower Woolbrook, Broadway, Northmostown otherwise Normanstown, Upper Saltson, Lower Saltson, Salcombe Regis, and Sidmouth, in the county of Devon.

Also a Branch Railway, commencing from the said main line of railway, in a field called Weir Mead, in the said parish of Thorncombe, in the occupation of James Bowditch, and situate near Westford Mills, and terminating in a field called Basin Field, in the parish of Chard, in the county of Somerset; the property of the Chard Canal and Railway Company, in the occupation of the Bridgewater and Chard Coal Company, which said lastly described railway is intended to be made, and to pass from, in, through or into, the several parishes, townships, extra-parochial and other places following, or some of them, that is to say, Thorncombe, Holditch, Thorncombe Tything, and Ford Abbey, in the counties of Dorset and Devon, or one of them, and Chard, Chard Parish, Chard Borough, Tatworth, South Chard, Crim Chard, Old Town, Forton, Chaffcombe, Street and Leigh, in the county of Somerset; and Chardstock, and All Saints, in the county of Dorset.

Also an extension from the said last described branch railway, commencing in the said field, called Basin Field, and terminating in the parish of Ilminster, in the said county of Somerset, by a junction with the Chard Canal, and Chard Canal Railway, adjoining, or near to the Ilminster Lock of the Chard Canal, at or near the turnpike-road leading from Ilminster to Taunton, and which said extension railway is intended to be made, and to pass from, in, through, or into, the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Chard, Chard Parish, Chard Borough, Tatworth, South Chard, Crim Chard, Old Town, Forton, Chaffcombe, Street and Leigh, Knowle Saint Giles's, Cricket Malherbie, Combe Saint Nicholas, East Dowlish, West Dowlish, Dowlish Wake, Kingstone, Donyatt, and Ilminster, in the county of Somerset.

Also another branch railway or railways, from the said first described main line of railway, commencing by two junctions, one of such junctions being in a field in the parish of Hawkchurch, in the county of Dorset, called Thorny Plot, in the occupation of George Reader, and situate at a farm called Wadbrook, and the other of such junctions, being in a field in the parish of Thorncombe, in the county of Dorset, called Lower Lady Mead, in the occupation of William Miller, and thence, respectively proceeding to and uniting in a field in the said parish of Thorncombe, called Great Broom Close, in the occupation of Messrs. Welsh and Loveridge, and terminating in the parish of Burton Bradstock, or Bothenhampton, or one of them, in the county of Dorset, in a road or quay, adjoining to and on the northern side of a certain basin, called the Bridport Harbour or Basin, and on the eastern side of the sluice there, which said branch railway, or railways is or are intended to be made, and to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Axminster, Trill, Abbey, Wyke, Axminster town, Westwater, Uphay, Weycroft, and Smallridge, in the county of Devon; Allson, All Saints, Hawkchurch, Chardstock, Phillihome, Wildcourt otherwise Wyld Court, Thorncombe, Axminster, Beerhall, Holditch, and Thorncombe Tything, Holditch Tything, and Whitchurch Canonicorum, Loders, Higher Loders, Lower Loders, Bettiscomb, Stoke Abbots, Pillesdon otherwise Pillsdon, Netherbury, Netherbury Tything, Melplash, Bowood, Ash, Allington, Marshwood, Marshallshay otherwise Marshalsea, Symondsburly, Bradpole, Walditch, Bridport, Bridport Harbour, Bothenhampton, and Burton Bradstock, in the county of Dorset.

Also, another branch railway, commencing from the said lastly described branch railway to Bridport Harbour, or basin aforesaid, in a field in the parish of Whitchurch Canonicorum, in the county of Dorset, called Silverhouse, in the occupation of Samuel White and Charles White, near Boarden Bridge, and terminating in a field in the parish of Charmouth, in the county of Dorset, called Hurlscroft, in the occupation of Joseph Durk, and near to the county bridge at Charmouth, which said branch railway is intended to be made, and to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Whitchurch Canonicorum, Catherston otherwise Catherston Lewiston; Wooton Fitzpaine, Charmouth, Marshwood, Symondsburly, Netherbury, Netherbury Tithing, Melplash, Bowood and Ash, in the county of Dorset.

Also, another branch railway commencing from the said first described main line of railway, in a field, in the parish of Wayford, in the county of Somerset, called Great Rock, in the occupation of John Read, and situate near the village of Wayford, adjoining a certain parish road leading from the Crewkerne turnpike road to the said village, and terminating in the said field called Sil-

verhouse in the said parish of Whitchurch Canonicorum by a junction with the before-mentioned railway to Bridport Harbour or Basin aforesaid, and which said branch railway is intended to be made, and to pass from, in, through, or into the several parishes, townships, extra-parochial, and other places following, or some of them; that is to say, Wayford, Wayford Tything, Coombe, Oathill Beer Chapel, Seaborough, Seaborough Tything Crewkerne, Crewkerne Tything, Combe, Combe Tything, Hewish, Hewish Tything Woolminstone, Woolminstone Tything, Clapton, Clapton Tything, Greenham, Oathill, Grange, and Oathill Tything, in the county of Somerset; and Broadwinsor, Burstock, Drimpton, Littlewinsor, Broadwinsor Tything, Broadwinsor Liberty, Blackdown, Childhay, Dibberford, Pillesdon otherwise Pilsdon, Bettescomb, Netherbury, Netherbury Tithing, Melplash, Bowood, Ash, Stoke Abbots, Symondsburry, Marshwood, and Whitchurch Canonicorum, in the county of Dorset.

Also another branch railway, commencing from the first described main line of railway, in a field or commonable pasture called Bradford Leaze, situate in the parish of Bradford Abbas, in the county of Dorset, and terminating in a field in the said parish of Yeovil, occupied by George Harbin, at or near to the point where the Durston branch of the Bristol and Exeter Railway, is intended to join the Wilts, Somerset, and Weymouth Railway, near Pen Mill, in the said parish of Yeovil, 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; Bradford Abbas, in the county of Dorset, Yeovil, Kingston Juxta Yeovil alias Pitney, Wigdon and Huntley, Hendford, Yeovil Marsh, and Yeovil Borough, in the county of Somerset.

And it is intended to apply for powers to make lateral deviations from the lines of the proposed railways, extensions, branches 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, footways, streets, and other highways, rivers, streams, sewers, pipes, canals, navigations, bridges, railways or tramroads, within the said parishes, townships, and extra-parochial and other places aforesaid, or some of them, as it may be necessary to cross, divert, alter, or stop up for the purposes of the said works.

And notice is hereby further given, that duplicate plans and sections of the said railways and works, together with books of reference thereto, and also a published map with the lines of railway delineated thereon, will be deposited, for public inspection, with the Clerk of the Peace for the city and county of the city of Exeter, at his office in the said city; also 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: also with the Clerk of the Peace for the county of Dorset, at his office in Sherborne, in the said county of Dorset; also with the Clerk of the Peace for the

county of Somerset, at his office at Taunton, in the said county of Somerset, respectively, on or before the thirtieth day of November 1846; and, on or before the said thirtieth day of November 1846, 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 to incorporate a company for the purpose of constructing and 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, and duties upon, or in respect of the said railways and works, and to alter existing tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is also proposed in and by the said Bill to empower the 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 the London and South Western Railway Company and to delegate to such last mentioned company the execution of all or any of the powers of the said intended Bill and to authorize the said London and South Western 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 thereof; and also to empower the said Company, to purchase take on lease rent work use or if necessary to 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, to be incorporated by the said intended Bill such interest or profit upon their outlay as may be agreed upon. And also to enter into such mutual arrangements with the said London and South Western Railway Company as may be necessary, or expedient for carrying out the purposes and objects of the said railways and works, or the company to be incorporated by the said Bill, and also to carry into effect and confirm any agreements or arrangements now made or hereafter to be made with the said London and South Western Railway Company, relating to or affecting the interests of the company to be incorporated by the said Bill or the said railways and works, and to enable the said London and South Western Railway Company to raise money by shares, mortgage or otherwise, for the purposes of the said Bill or some of them. And it is further proposed by the said Bill to authorize the Union and amalgamation of the

company to be thereby incorporated with the London and South Western Railway Company, upon such terms and conditions as may be mutually agreed upon, and to authorize the said London and South Western Railway Company to use and work the said intended railways and works, and to take tolls upon and 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 powers and provisions of the several acts relating to the said London and South Western Railway following, that is to say: "The London and South-Western Railway Act, 1834; The London and South Western Railway Deviations Act, 1837; The Portsmouth Branch Railway Act, 1839; The London and South Western Railway Company's Amendment Act, 1841; The London and South Western Railway Company's Wandsworth Water Act, 1841; The Salisbury Branch Railway Act, 1844; The London and South Western Railway Company's Amendment Act, 1844; The London and South Western Railway Metropolitan Extensions Act, 1845; The London and South Western Railway Company's Amendment Act, 1845; The Southampton and Dorchester Railway Act, 1845; The London and South-Western Railway Company's Amendment Act, 1846; The London and South-Western Railway, Chertsey and Egham Branch, Act, 1846; The London and South-Western, Railway, Farnham and Alton Branch, Act, 1846; The London and South-Western Railway, Hampton Court Branch, Act, 1846; The London and South-Western Railway Company's, London-bridge Extension Act, 1846; The London and South-Western Railway Company's, Basingstoke and Salisbury Extension, Act, 1846."—Dated this fifth day of November 1846.

H. M. and J. B. Ellicombe, } Exeter,
John Daw, }
Bircham, Dalrymple, and Drake,
 London.

Enfield and Edmonton 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 repeal, alter, vary, amend, enlarge or extend the powers and provisions of the following Act or Acts of Parliament, or some or one of them, that is to say: An Act passed in the session of Parliament held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act for making a railway from the Northern and Eastern Counties Railway, at Edmonton, to the town of Enfield, in the county of Middlesex;" and also of certain other Acts of Parliament, 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, relating to the Northern and Eastern Counties Railway, or the Eastern Counties Railway; and also of an Act of Parliament passed in the session of Parliament held in the ninth and tenth years of the reign of

Her said Majesty, intituled "An Act for making a railway from London to York, with branches therefrom, providing for the counties of Hertford, Bedford, Huntingdon, Northampton, Rutland, Nottingham, and the three divisions of the county of Lincoln, a railway communication with London and York, to be called 'The Great Northern Railway;'" and of any subsequent Act or Acts relating to the said Northern and Eastern Counties Railway, or the Eastern Counties Railway, so far as may be necessary for the purposes hereinafter mentioned.

And notice is hereby also given, that it is intended to apply for powers to make and maintain a railway, with all proper tunnels, bridges, works, and conveniences connected therewith, commencing by a junction or junctions with the Enfield and Edmonton Railway, in the parish of Enfield, in the county of Middlesex, in a certain arable field there situate, now or late in the occupation of Joseph Woodhouse, and numbered 13 on the plan of the said Enfield and Edmonton Railway, in the said parish of Enfield, lodged with the Clerk of the Peace for the county of Middlesex, and passing from, in, through, or into the said parish of Enfield, and the parish of South Mimms, in the said county of Middlesex, and terminating by a junction or junctions with the said Great Northern Railway, in the said parish of South Mimms, and county of Middlesex, in a certain field there situate, now or late belonging to George Byng, Esquire, and numbered 8 on the plan of the said Great Northern Railway, in the said parish of South Mimms, lodged with the Clerk of the Peace for the said county of Middlesex.

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 water-courses within the parishes aforesaid, as may require to be crossed, altered, diverted, or stopped up for the purpose of the said railway and works.

And notice is hereby further given, that it is intended by the said Act or Acts, to empower the Enfield and Edmonton Railway Company to execute the said intended 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 alter, 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, and to alter any existing tolls, rates, or duties, and to grant, confer, vary, and extinguish, exemptions from payment of tolls, rates, and duties, and to confer such other rights and privileges as shall be deemed necessary; and also to enable the said Enfield and Edmonton Railway Company, to sell, lease, or transfer the

said intended railway and works, or any part thereof, and all or any of the powers of such company in connection therewith or in relation thereto, either to the said Eastern Counties Railway Company, or the said Great Northern Railway Company, and to enable the said last-mentioned companies or either of them, to purchase or take on lease 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 enable the said companies or either of them respectively, to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed upon.

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, lease, 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, either to the said Enfield and Edmonton Railway Company, the said Eastern Counties Railway Company, or to the said Great Northern Railway Company, and to enable such last-mentioned companies, or any or either of them, to purchase or take on lease 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 enable the said companies respectively, to enter into and carry into effect such arrangements in reference thereto, as may be mutually agreed upon.

And notice is hereby further given, that it is intended by the said Act or Acts, to obtain powers for the Enfield and Edmonton Railway Company, to enter into and carry into effect arrangements with the said Great Northern Railway Company, with reference to the construction and working of the said Enfield and Edmonton 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 in reference thereto, to the said Great Northern Railway Company, upon such terms and conditions as may be mutually agreed upon, 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 Acts relating to the Great Northern Railway Company, and the Great Enfield and Edmonton Railway Company respectively.

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

And notice is hereby further given, that duplicate plans and sections of the said intended railway and works, 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, and together also with a published map to a scale of not less than half an inch to a mile, with the line of railway delineated thereon, so as to shew its general course and direction, will be deposited, on or before the thirtieth day of this instant November, 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 as relates to each parish in or through which the said railway and works, or any part thereof, is or are intended to be made or maintained, varied, extended, or enlarged, together with a book of reference thereto, will be deposited, for public inspection, on or before the said thirtieth day of November, with the parish clerk for each such parish, at the respective places of abode of such parish clerks.—Dated this ninth day of November 1846.

John Sawyer, Enfield, Middlesex, Solicitor,
Parratt and Walmisley, House of Lords,
Parliamentary Agents.

Wakefield New Gas Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to incorporate a company for manufacturing and supplying gas for the purpose of, and for lighting the several streets, roads, highways, lanes, and public passages and places in the township of Wakefield, in the parish of Wakefield, in the west riding of the county of York, and also the several streets, roads, highways, lanes, and public passages and places in such portions of the townships of Alverthorpe-cum-Thornes and Stanley-cum-Wrenthorpe, both in the parish of Wakefield aforesaid, and of the township of Sandal Magna, in the parish of Sandal Magna, in the said riding, as are situate within the distance of three thousand and eighty yards from the tower or steeple of the parish church of Wakefield, in the said riding; and for supplying the various buildings and inhabitants of the said district or districts with gas, and to enable the said company to lay down pipes and mains in the several streets, roads, highways, lanes, and public passages and places therein, and to erect and construct all such buildings, gasometers, and other works and apparatus as may be necessary for the purposes aforesaid, and to purchase by agreement, and hold or take on lease, lands, houses, and buildings, and to raise, levy, and collect rates or rents for the gas and apparatus supplied by the said company.

And notice is hereby further given, that it is intended, by the said Bill, to apply for powers, enabling the company so proposed to be incorporated to purchase, or to rent, or take on lease, the lands and houses, buildings, gasometers, pipes, and other works and apparatus, property, estate

and effects, and undertaking of and belonging to the Wakefield Gas Light Company, or any part or parts thereof, and to enable such last-mentioned company to sell or lease, or transfer the same, or to enable the said company so proposed to be incorporated and the said Wakefield Gas Light Company to amalgamate their respective undertakings, and for the purposes aforesaid, or any of them, to alter, amend, or repeal the powers and provisions of an Act, passed in the third year of the reign of His Majesty King George the Fourth, intituled "An Act for lighting with gas the town and neighbourhood of Wakefield, in the west riding of the county of York;" and to alter, vary, or extinguish any existing rates, rents, and charges authorized by the said Act, and to confer, vary, or extinguish exemptions from the payment of rates, rents, and charges, and other rights and privileges.

And in which said Bill will be inserted all the powers and provisions usually inserted in Bills of a similar description, and such other powers, rights, and privileges as may be deemed necessary for carrying into effect all or any of the purposes aforesaid.—Dated this fifth day of November 1846.

Carr and Nettleton, } Solicitors for
James Whitlam, } the Bill.

Barrow Pier Regulation and Furness Railway 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 to authorize and enable the Furness Railway Company to maintain and regulate the use of the pier or jetty lately erected by the said company at Rabbit-hill point, near Barrow, in the parish of Dalton-in-Furness, in the county palatine of Lancaster, and all ships, vessels, and boats resorting thereto, and the embarking and disembarking of passengers, animals, and goods thereat; also to erect, construct and maintain landing places, stairs, buildings, cranes, weighing-machines, and other works in connection with the said pier, and for deepening, scouring, and regulating the approaches to the said pier from the sea, and for laying down moorings and buoys for the guidance and use of vessels resorting to the said pier; which said pier, works, and approaches thereto, are situate within or abut upon the parishes, townships, or extra-parochial places of Dalton-in-Furness, Above Town, Yarlside, and Hawcoat, or some or one of them, in the county palatine of Lancaster; and powers will be applied for in the said Bill for the purchase, by compulsion or otherwise, of lands and other hereditaments, and so much of the sea shore and coast as may be necessary for the objects aforesaid, and for vesting the same in the said Furness Railway Company, and to extinguish all rights and privileges connected with such lands, hereditaments, and sea shore and coast; also to levy tolls, rates, and duties upon or in respect of such pier, and the ships and vessels resorting thereto, and all passengers, goods, and merchandize, animals, carriages, matters, and things landed upon, or embarked from,

or otherwise using the said pier and landing-places, or other works connected therewith; and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from tolls, rates, and duties, and other rights and privileges.

And for the purposes aforesaid, it is intended to alter, extend, amend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of Her present Majesty, intituled "An Act for making a Railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county palatine of Lancaster, to be called "The Furness Railway," and "The Furness Railway Extensions Act, 1846."

And notice is also given, that duplicate plans of the said pier and works, lands, hereditaments, and sea coast and shore proposed to be taken, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in the said county, on or before the thirtieth day of November instant; and on or before the said thirtieth day of November instant, a copy of the said plan and book of reference will be deposited with the parish clerk of the parish of Dalton, at his place of abode, being the only parish in which the said pier and works and other the premises are situate.—Dated this sixth day of November 1846.

Ryde Improvement.

NOTICE is hereby given, that application will be made to Parliament in the next session for a Bill or Bills, 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, for carrying the same Act into execution, and to place the management, control, and repair of the same highways in the same commissioners; and to levy tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties, and other rights and privileges, and to repeal an Act 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 Act relates to the said town of Ryde, and the highways within the said town, as may be necessary for effecting the object of such Bill.—Dated this fifth day of November, in the year of our Lord 1846.

William Butt,

Clerk to the Commissioners for Improving the Town of Ryde.

Rhodes and Lane,

63, Chancery-lane,
Agents to the said Mr. Butt.

Staffordshire Potteries Waterworks.

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for leave to bring in a Bill or Bills, in order to obtain an Act or Acts for supplying with water the inhabitants of the several parishes, towns, townships, hamlets, vills, and extra-parochial or other places following, or some of them, that is to say, Hanley, Northwood, Shelton, Botteslow, Lane Delph, Fenton Vivian, Fenton Culvert, Stoke-upon-Trent, Penkhull, Trent Vale, Hanford, Trentham, Harts Hill, Newcastle-under-Lyme, Etruria, Cobridge, Sneyd, Sneyd Green, Abbey Hulton, Rushton Grange, Burslem, Longport, Brownhills, Tunstall otherwise Tunstall Court, and Wolstanton, all in the county of Stafford, and for that purpose, to make, construct, and maintain shafts, tunnels, cuts, aqueducts, conduits, engines, culverts, drains, and other works for collecting and conveying the water from certain springs in or upon an estate belong to his Grace the Duke and Earl of Sutherland, called Wall Grange, situate in the parish of Leek, in the said county of Stafford, and from certain other springs called New Springs, in or upon certain lands in the said parish of Leek, adjoining or near to the said Wall Grange estate, belonging partly to the said Duke and Earl of Sutherland, partly to the proprietors of the navigation from the Trent to the Mersey, partly to Thomas Mollatt, and partly to Jane Turner, widow, into a reservoir or reservoirs, intended to be made at or near Ladderedge or Ladderedge Common, in the said parish of Leek, and to lay and maintain mains and pipes, and make, construct, and maintain cuts, aqueducts, conduits, drains, culverts, tunnels, bridges, and other works, from the said intended reservoir or reservoirs, to, through, into, or near the several parishes, towns, townships, hamlets, vills, and extra-parochial or other places following, or some of them, that is to say, Leek, Longsdon, Endon, Stanley, Ladderedge, Horton, Cheddleton, Stoke-upon-Trent, Bagnall, Stockton Brook, Baddeley Green, Norton-on-the-Moors, Milton, Burslem, Abbey Hulton, The Birches, Northwood, and Hanley, or some of them, to a reservoir or reservoirs, intended to be made and constructed at or near Hanley, in the parish of Stoke-upon-Trent, in the said county of Stafford, and to lay, construct, and maintain mains, pipes, branches, aqueducts, culverts, drains, and other works, for conveying the water from the last-mentioned reservoir or reservoirs into, through, and under the several highways, roads, streets, and public passages of the several parishes, towns, townships, townlands, hamlets, vills, and extra-parochial or other places following, or some of them, that is to say, Hanley, Northwood, Shelton, Botteslow, Lane Delph, Fenton Vivian, Fenton Culvert, Stoke-upon-Trent, Penkhull, Trent Vale, Hanford, Trentham, Harts Hill, Newcastle-under-Lyme, Etruria, Cobridge, Sneyd, Sneyd Green, Abbey Hulton, Rushton Grange, Burslem, Longport, Brownhills, Tunstall otherwise Tunstall Court, and Wolstanton, all in the said county of Stafford, and for carrying the said purposes into full and complete execution; and also to make and

maintain all necessary roads and approaches to such works respectively.

And notice is hereby further given, that it is 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; and also to take powers to alter or divert such highways, roads, streets, or public passages as shall be crossed or interfered with by any of the said intended works, or by the roads or approaches thereto, to such an extent as may be defined in the said plans.

And notice is hereby also given, that duplicate plans and sections of the works intended to be made and maintained as aforesaid, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands in, to, or through which the said works are intended to be made, and showing the situation of such lands, and also a copy of so much of the standing orders of the House of Lords as relates thereto, will be deposited for public inspection at the office of the clerk of the peace for the said county of Stafford, at his office in Stafford, in the said county, on or before the thirtieth day of November, one thousand eight hundred and forty-six, and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in, to, or through which the said works are intended to be made and maintained, and a copy of so much of the standing orders of the House of Lords as is required, will be deposited for public inspection with the parish clerk of each such parish, on or before the said thirtieth day of November, one thousand eight hundred and forty-six.

And notice is hereby also given, that it is further proposed in and by the said Act or Acts, to incorporate a company for carrying out the above-mentioned objects, with power to take and purchase by compulsion or agreement, and to hold lands, buildings, and other property necessary and proper for making and completing all the works intended to be made and maintained as aforesaid, and to vary or extinguish all or any existing rights and privileges connected with such lands, buildings, or other property, or which would in any way impede or interfere with any of the objects aforesaid, or with the execution of the said Act or Acts, and to confer other rights and privileges upon the company so to be incorporated.

And notice is hereby also given, that in the execution of the said intended Act or Acts, certain springs of water which at present flow through Endon Brook and the River Churnet, or one of them, into the Caldron Branch of the Navigation from the Trent to the Mersey, or some portion or portions thereof, will or may be diverted into the works intended to be made by the said company, under the authority of the said Act or Acts.

And notice is hereby also given, that it is proposed by the said Act or Acts to empower the company so to be incorporated, to levy certain rates, and to charge and take rents or sums of money from all persons making use of the water to be

supplied by the said company, and also to grant certain exemptions from payment of such rates, rents, and sums of money respectively.

Dated the thirtieth day of October, one thousand eight hundred and forty-six.

*Ralph Stevenson, Hanley, } Solicitors.
Joseph Alcock, Burslem, }
Richardson, Connell, and Loch,
Fludyer Street, Westminster,
Parliamentary Agents.*

South-Eastern Railway.
(Strood to Maidstone.)

Proposed Railway from the South-Eastern Gravesend and Rochester Railway at Strood to Maidstone.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, under which it is proposed to amend and enlarge some of the powers and provisions of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of Her present Majesty, and to alter the tolls and charges thereby authorized to be taken: and also to amend and enlarge some of the provisions of the several Acts relating to the Thames and Medway Canal and the Gravesend and Rochester Railway and Canal, passed respectively in the thirty-ninth and fortieth, and forty-fourth, fiftieth, and fifty-eighth years of the reign of King George the Third, the fifth year of the reign of King George the Fourth, and the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty.

And it is intended by the said Act to enable the South-Eastern Railway Company to construct and maintain a railway, with all proper works and conveniences connected therewith, commencing from and out of the Gravesend and Rochester Railway, (now forming part of the South-Eastern Railway,) in the easternmost of the two tunnels on the said railway, about a furlong from the Strood end of the same tunnel, in the parish of Strood, in the county of Kent, and terminating by a junction with the South-Eastern Maidstone Branch Railway, in the parish of Maidstone, in the said county of Kent, near a fruit plantation now or late in the occupation of John Barnett; which railway is intended to pass or be made from, in, through, or into the several parishes, townships, extra-parochial or other places, or some of them, following, that is to say, Strood, Cliffe, Frindsbury, Hoo, Cuxton, Lower Halling, Halling, Snodland, Hoboro, Paddlesworth, Birling, Leybourne, Ditton, East Malling, New Hithe, Mill Hall, Aylesford, Preston, Allington, Barming, Little Buckland, Great Buckland, and Maidstone, in the said county of Kent; together with a line diverging from the said intended railway, in the parish of Maidstone aforesaid, in a meadow near the turnpike

road, from Maidstone to Tunbridge, and now or late in the occupation of John Mercer, Esquire, passing through the parish of Maidstone, and terminating near the River Medway, in the same parish of Maidstone, at a timber wharf, now or lately occupied by William and John Smythe; and together also with a line commencing from and out of the said South-Eastern Maidstone Branch Railway near the Maidstone station thereof, in the said parish of Maidstone, and near a meadow now or lately occupied by Samuel Bodkin, passing through the parish of Maidstone, and terminating in the said parish of Maidstone, near the River Medway, at the said timber wharf.

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

And it is also proposed by the said intended Act to confer on the said South-Eastern Railway Company, powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railways and works.

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

And it is further proposed, in and by such intended Act, to enable the said South-Eastern Railway Company to raise money for the purpose of executing the said railways and works.

And notice is hereby further given, that maps, plans, and sections describing the direction, lines and levels of the said intended railways and diverging line, together with books of reference to such plans, containing the names of the reputed owners lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Kent, at his office in Maidstone; 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 railways, diverging line, and works will pass or be made, will pass or be made, will be deposited, on or before the same 30th day of November, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this 2nd day of November, 1846.

*Fearon and Clabon,
Great George-street, Westminster.*

South-Eastern Railway, (North Kent and Bricklayers' Arms Junction).

Proposed Railway to connect the London and Greenwich Railway and the North Kent Line of the South-Eastern Railway with the Bricklayers' Arms Branch Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, under which it is proposed to amend and enlarge some of the powers and provisions of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of Her present Majesty, and to alter the tolls and charges thereby authorized to be taken: and also to amend and enlarge some of the powers and provisions of the Act passed in the sixth and seventh years of the reign of Her said present Majesty, authorizing the construction of a railway from the London and Croydon Railway to Swan Street, near the Bricklayers' Arms, in the Old Kent Road, and to provide a new station there: and also to amend and enlarge some of the powers and provisions of the Act passed in the ninth and tenth years of the reign of Her said present Majesty, enabling the London and Croydon Railway Company to construct a branch to Deptford.

And it is proposed by such intended Act to authorize the construction and maintenance, by the South-Eastern Railway Company, of a Railway, with all proper works and conveniences connected therewith, commencing from and out of the London and Greenwich Railway, on the south side thereof, at or near the point where the same crosses the Grand Surrey Canal, in the parish of Saint Paul Deptford, in the county of Kent, and terminating by a junction with the South-Eastern Bricklayers' Arms Branch Railway, about six chains to the west of the point where the same branch railway crosses the new turnpike road (formerly Corbet's Lane and Galley Wall), which said proposed railway is intended to pass or be made from, through, in or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Paul Deptford, in the county of Kent, and Saint Paul Deptford, Saint Mary Rotherhithe, Saint Giles Camberwell, and Saint Mary Magdalen Bermondsey, in the county of Surrey.

And it is proposed by such intended Act to confer on the said South-Eastern Railway Company power to alter, so far as may be necessary for the purposes aforesaid, certain portions of the works connected with the London and Greenwich Railway, and certain portions of the said London and Croydon Railway (now forming part of the London, Brighton and South Coast Railway), in the said parishes of Saint Mary Rotherhithe, Saint Giles Camberwell, Saint Mary Magdalen Bermondsey, and Saint Paul Deptford, in the county of Surrey, and Saint Paul Deptford, in the county of Kent, or some or one of them.

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

And it is further proposed by the said intended Act to confer on the said South-Eastern Railway Company powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed works.

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

And it is further proposed in and by such intended Act, to enable the said South-Eastern Railway Company to raise money for the purposes aforesaid.

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended works, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, 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, and with the clerk of the peace for the county of Kent, at his office in Maidstone; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes through or in which the said proposed works will pass or be made, will be deposited, on or before the same thirtieth day of November, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this second day of November, 1846.

Fearon and Clabon,
Great George Street, Westminster.

South-Eastern Railway, (North Kent Line.)
Proposed Railway from the South-Eastern Gravesend and Rochester Railway at Strood, to join the South-Eastern Canterbury, Ramsgate and Margate Railway at Chilham, in the county of Kent, with branches to Sheerness and Faversham Creek.

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

and tenth years of the reign of Her present Majesty, and to alter the tolls and charges thereby authorized to be taken: And also to amend and enlarge some of the powers and provisions of the several Acts relating to the Thames and Medway Canal and the Gravesend and Rochester Railway and Canal, passed respectively in the thirty-ninth and fortieth, and forty-fourth, fiftieth, and fifty-eighth years of the reign of King George the Third, and the fifth year of the reign of King George the Fourth, and the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty.

And it is further proposed by such intended Act to authorise the construction and maintenance, by the South-Eastern Railway Company, of the railway, branch railways, and diverging line, hereinafter mentioned, with all proper works and conveniences connected therewith, that is to say, a railway commencing from and out of the Gravesend and Rochester Railway, (now forming part of the South-Eastern Railway,) in the easternmost of the two tunnels on the said railway, about a furlong from the Strood end of the same tunnel, and in the parish of Strood and county of Kent, and terminating by a junction with the railway known as the South-Eastern Canterbury, Ramsgate and Margate Railway, in the parish of Chilham, in the county of Kent, at or near a certain occupation road called Drove Lane, leading out of the Canterbury and Ashford turnpike road, near the Chilham station on the said last mentioned railway; which said proposed railway is intended to pass or be made from, in through or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Strood, Cliffe, Frindsbury, Hoo, Rochester, Saint Margaret Rochester, Saint Nicholas Rochester, Saint Nicholas and Saint Clement in Rochester, Chatham, Brompton, Gillingham, Grange otherwise Grench, Grange Chapelry, Lidsing, Rainham, Moor Street, Upchurch, Halstow the Lower, Iwade, Bobbing, Milton next Sittingbourne, Borden, Hartlip, Sittingbourne, Tunstall, Tonge, Bapchild, Rodmersham, Lynsted, Murston, Newington next Sittingbourne, Teynham, Buckland, Stone near Faversham, Luddenham, Ore, Norton, Davington, Ospringe, Faversham, Faversham-in-Liberty, Faversham-out-Liberty, Goodnestone next Faversham, Preston-next-Faversham, Boughton-under-Blean, Boughton, Dunkirk, Selling, Chart-ham, Baddlesmere, Sheldwick, and Chilham, in the county of Kent; together with a line diverging from the said intended main line in the said parish of Chilham, near Bagham Cross, passing through the said parish of Chilham, and terminating by a junction with the said South-Eastern Canterbury, Ramsgate and Margate Railway, in the said parish of Chilham, near French Mill.

Also a branch railway commencing from and out of the said intended main line, in the parish of Halstow the Lower, in the county of Kent, in a field called the Twelve Acres Pasture, now or late in the occupation of Henry Hudson, near to the homestead of Great Barksole, and terminating at or near the south-west side of the High Street, Mile

Town, in Sheerness, at a place called Banks Town, in the parish of Minster in Sheppey, in the Isle of Sheppey, in the county of Kent, at a messuage now or lately occupied by John Eaton, which said branch railway will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Halstow the Lower, Upchurch, Iwade, Eastchurch, Minster in Sheppey, Queenborough, the borough of Quinborowe, Miletown, Bluetown, Banks Town and Sheerness, in the said county of Kent.

Also another branch railway or railways commencing from and out of the said intended main line in the parish of Preston next Faversham, in the county of Kent, at or near a footpath leading from Macknade to Faversham, in a field now or late in the occupation of Edward and John Blaxland, proceeding thence to or near to a certain garden now or late in the occupation of George Broadbridge, and thence by two lines diverging from the last named place, one terminating near the Swing Bridge, and the other at or near a place called Foreman's Hard, both on Faversham Creek, in the parish of Faversham, in the said county; and which said last mentioned branch railway or railways will pass from, in, through, or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some or one of them, that is to say, Preston next Faversham, Faversham, Faversham-in-Liberty, and Faversham-out-Liberty, in the county of Kent.

And it is further proposed by such intended Act to enable the said South-Eastern Railway Company to construct and maintain a bridge over the Swale, at the Horse Reach, in the parishes of Iwade and Minster, in the said county of Kent, either in connection with the said intended branch railway to Sheerness, or as a distinct bridge, together with a road or approach to the said intended bridge, commencing from the south side of the said bridge, in a piece of marsh land, in the said parish of Iwade, now or late in the occupation of James Fullager, passing through the same parish, and terminating in the same parish by a junction with the road leading from Iwade to the King's Ferry, near a pasture field now or late in the occupation of David Morrison; and together also with a road or approach to the said intended bridge, commencing from the north side of the said bridge, in a pasture field in the said parish of Minster, now or late in the occupation of Samuel Creed Fairman, passing through the parishes, townships, or extra-parochial places of Minster, Queenborough, and Quinborowe, or some or one of them, and terminating in the parish of Queenborough, by a junction with the public road leading from Queenborough to Sheerness, near the old castle at Queenborough, and to levy tolls in respect of all persons, cattle, horses and carriages using the said bridge, and to vary or extinguish all existing rights and privileges connected with the Ferry called the King's Ferry over the said Swale, and to enable the ferry warden and jury of the Isle of Sheppey for the time being, to transfer to the said company all their estate, right and interest in the said ferry, or in any lands and hereditaments

held by them for the support of the said ferry, and of the roads or approaches thereto, and to enable the said company to accept such transfer.

And it is further proposed by such intended Act to enable the said South-Eastern Railway Company to construct a bridge over the River Medway, in the parishes of Strood, Frindsbury and Saint Nicholas Rochester aforesaid, or some or one of them, or to contribute towards and join and concur in the construction of such bridge and of approaches thereto with the wardens, assistants and commonalty of the new bridge of Rochester, and to enable the said company and the said wardens, assistants, and commonalty to enter into and carry into effect such mutual arrangements as may be necessary for the construction, maintenance and use of such bridge and approaches, and, for the purposes last aforesaid, to alter, amend and enlarge, so far as may be necessary, the provisions of the several Acts incorporating or giving powers to the said wardens, assistants and commonalty passed in the eighteenth and twenty-seventh years of the reign of Her Majesty Queen Elizabeth, the first year of the reign of Her Majesty Queen Anne, and the ninth year of the reign of Her said present Majesty.

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

And it is also intended by the said Act to confer on the said South-Eastern Railway Company, powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway, diverging line, branch railways, and works.

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

And it is further proposed, in and by such intended Act, to enable the said South-Eastern Railway Company to raise money for the execution of the said proposed railway, diverging line, branch railways, and other works.

And notice is hereby further given, that maps, plans and sections, describing the direction, lines and levels of the said intended railway, diverging line, and branch railways, and other works hereinbefore mentioned, together with books of reference to such plans, containing the names of the reputed owners, lessees and occupiers of the lands proposed to be taken for the purposes thereof respectively, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Kent, at his office in Maidstone; and a copy of so much of the said plans,

sections and books of reference, as relates to each of the parishes through or in which the said intended railway, diverging line, branch railways and works respectively will pass or be made, will be deposited on or before the same thirtieth day of November, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this 2nd day of November, 1846.

Fearon and Clabon,
Great George Street, Westminster.

Fleetwood, Preston, and West Riding Junction Railway.

Burnley and Colliery Branches.

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, vary, and enlarge, or to repeal some of the powers and provisions of "The Fleetwood, Preston, and West Riding Junction Railway Act, 1846;" and to authorise the Fleetwood, Preston, and West Riding Junction Railway Company to make and maintain a branch railway, with all proper works, approaches, and communications connected therewith, commencing by a junction with the said Fleetwood, Preston, and West Riding Junction Railway, as authorised to be constructed by the said Act, in a certain close of land or field in the township of Little Mitton Henthorn and Coldcoats, in the parish of Whalley, in the county palatine of Lancaster, numbered 9 on the plan of the said Fleetwood, Preston, and West Riding Junction Railway, deposited with the clerk of the peace for the said county palatine, and terminating by a junction with the Burnley Branch of the Manchester and Leeds Railway, in a certain field in the township of Habergham Eaves, and parish of Whalley, numbered 94 on the plan of the said Burnley Branch of the Manchester and Leeds Railway, deposited with the clerk of the peace for the said county palatine, which said intended branch railway and works will pass from, in, through, or into the several parishes, townships, chapelries, hamlets, extra-parochial, and other places of Whalley, Little Mitton Henthorn and Coldcoats, Whalley, Blackburn, Billington, Read, Simonstone, Padiham, Hapton, Habergham Eaves, and Burnley, all in the said county palatine of Lancaster, some or one of them.

And also to make and maintain another branch railway, commencing from a point between the second and third furlongs of the seventh mile of the said first-mentioned intended branch railway, in a certain close of land or field, now or late the property of Peregrine Edward Townley, Esquire, in the township of Hapton, and parish of Whalley, and terminating at a colliery belonging to James Phillips Kay Shuttleworth, Esquire, in a field adjoining the turnpike road leading from Padiham to Burnley, in the township of Padiham, and parish of Whalley aforesaid.

And it is also intended to apply for powers to make lateral deviations from the line of the said branch railways respectively and works, to the extent or within the limits defined on the plans hereinafter mentioned. And also to cross, divert, alter,

and stop up all such turnpike roads, parish roads, and other highways, streets, streams, canals, sewers, navigations, bridges, rivers, railways, and tram roads, within the said parishes, townships, chapels, 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 branch railways respectively and works.

And notice is hereby further given, that it is intended in the said Bill or Bills to apply for powers for the compulsory purchase of lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; and also, to levy tolls, rates, or duties upon or in respect of the said branch railways respectively and works, and to alter the existing tolls, rates, or duties authorised by the said Act to be collected, 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 by the said Bill or Bills to enable the said Fleetwood, Preston and West Riding-Junction Railway Company to raise a further sum of money for the purposes aforesaid, or any of them.

And notice is hereby given, that on or before the thirtieth day of November instant, duplicate plans and sections of the said intended branch railways respectively 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 branch railways respectively and works are intended to be made, together with a published map to a scale of not less than half an inch to a mile, with the lines of the said branch railways respectively delineated thereon, so as to show their general course and direction, will be deposited for public inspection with the clerk of the peace of the county of Lancaster, at his office, at Preston; and also that on or before the said thirtieth day of November, a copy of so much of the said plans and sections as relates to each parish, in or through which the said branch railways respectively and works, are intended to be made, with a book of reference thereto, will be deposited with the parish clerk of each such parish, at his place of abode.

Dated the second day of November, 1846.

Joseph Bray, Solicitor, Preston.

The Leeds, Wakefield, and Midland Junction Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to make and maintain the following lines of railway, with all proper stations, works, wharfs, approaches, and conveniences connected therewith respectively, that is to say—

First. A railway commencing at and by a junction with the Midland Railway, at a point on the south side of the said Midland Railway, and on the east side of the Leeds and Wakefield Turnpike Road, and near to the bridge by which such road is

carried over the said Midland Railway, in the township and parish of Rothwell, in the West Riding of the county of York, and terminating at and by a junction with the Wakefield, Pontefract, and Goole Railway, on the north-east side thereof, and on the north side of the river Calder, near the point where such last-mentioned railway crosses the said river, in the township and parish of Wakefield, in the said West Riding, which said intended railway is proposed to pass from, in, through, or into the several places following, that is to say, Rothwell, Rothwell Haigh, Rhodes Green otherwise Royds Green, Middleton, Thorpe, Middleton-cum-Thorpe, Oulton, Woodlesford, Oulton-cum-Woodlesford, Lofthouse, Carlton, Lofthouse-cum-Carlton, Ouzlewell Green, Stanley, Wrenthorpe, Stanley-cum-Wrenthorpe, Alverthorpe, Thornes, Alverthorpe-cum-Thornes, and Wakefield, or some of them, all in the said West Riding of the county of York.

Secondly. A railway (to form an eastern branch line to the Manchester and Leeds Railway) commencing by a junction with the said first-mentioned intended railway, at or near a certain field, the property of Caleb Crowther, M.D., and occupied by Elizabeth Firth, in the township and parish of Wakefield aforesaid, and near to a certain road situate on or about the line of boundary between the said townships of Wakefield and Stanley-cum-Wrenthorpe, in the parish of Wakefield aforesaid, and terminating by a junction with the Manchester and Leeds Railway, at or near a place called Park Hills, in the township of Stanley-cum-Wrenthorpe, in the said parish of Wakefield, and passing from, in, through, or into the said townships of Wakefield and Stanley-cum-Wrenthorpe, in the said parish of Wakefield.

Thirdly. A railway (to form a western branch line to the Manchester and Leeds Railway) commencing by a junction with the said first-mentioned intended railway, near the point where it is proposed to cross a certain street, called Pincheon Street, in the said township and parish of Wakefield, and terminating by a junction with the Manchester and Leeds Railway, at or near the Wakefield Station of such railway, in the said township and parish of Wakefield, and passing from, in, through, or into the said townships of Wakefield and Stanley-cum-Wrenthorpe, in the said parish of Wakefield.

And fourthly—A railway commencing at and by a junction with the said Midland Railway, in the township of Hunslet, and parish of Leeds, in the said West Riding, at a point on the north side of the said Midland Railway, and on the west side of the highway called Pepper Lane, in the said township, and near to the bridge by which such highway is carried over the said Midland Railway, passing from, in, through, or into the said township of Hunslet, and terminating in or near a certain field, in the same last-mentioned township and parish, belonging to Ard Walker, Esq., and occupied by George Jepson, by a junction with the railway authorized to be made from the Leeds and Selby Railway to the Midland Railway, under the powers of the York and North Midland (Leeds Extension) Railway Act, 1846, and which said last-mentioned

field is numbered 65 (parish of Leeds) on the plans referred to in the said last-mentioned Act.

And it is intended to apply for powers by the said proposed Act 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, canals, navigations, rivers, bridges, streets, railways, or tram-roads, within the places aforesaid, as it may be necessary or expedient so to cross, divert, alter, or stop up for the purposes of the said railways and works.

Notice is hereby also given, that on or before the thirtieth day of November instant, duplicate plans and sections, describing the lines and levels of the said intended Railways and works, and describing also the lands proposed to be taken for the several purposes aforesaid, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the said lands, and together also with a published map, with the lines of railway delineated thereon, will be deposited with the clerk of the peace of the West Riding of the county of York, at his office, in Wakefield, in the said West Riding, and with the clerk of the peace for the borough of Leeds, at his office, in Leeds, in the said West Riding; and that on or before the said thirtieth day of November instant, 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 lines of 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.

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 said proposed railways and works, and to apply for powers for the compulsory purchase of lands and houses, 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 by the said Act to empower the said company to be thereby incorporated to grant, and the Midland Railway Company to accept a lease, at such rent, and upon and subject to such terms and conditions as may be agreed upon between the said two companies, of the said intended railways and works, and in pursuance thereof to use and work the same railways, and works respectively. And also to empower the said company to be so incorporated to sell or transfer the said intended railways and works, or any part or parts thereof, or the tolls to be taken thereon, to the Midland Railway Company, and to confer on the said Midland Railway Company, the execution of all or any of the powers

of the said intended Act, and to authorize the said Midland Railway Company to purchase, rent, work, or construct the said intended railways and works, or any part of the same, or to guarantee to the said intended company such interest or profit upon their outlay as may be agreed upon, and to increase the capital of the said Midland Railway Company for this purpose, 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 to be incorporated as aforesaid, and the said Midland Railway Company, to enter into mutual arrangements touching the said intended railways and works, or any part or parts thereof, or the traffic passing, or which may pass, on the lines or works of the said Midland Railway Company, or of the said proposed company, and of the tolls, rates, and duties payable in respect thereof: And it is also proposed by the said intended Act to authorize (upon such terms and conditions as may be mutually agreed upon) the union and amalgamation of the said proposed company with the said Midland Railway Company, and also to obtain powers for vesting in the Midland Railway Company the said intended railways and works, and the capital stock, shares, property, estate, and effects, and all the rights, powers, and privileges, belonging or given to, or enjoyed by the said company so proposed to be incorporated: And for carrying into effect all or any of the several objects aforesaid, it is intended by the said Act so to be applied for, to obtain powers to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of Her present Majesty, to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways, and also of the several Acts relating to the Midland Railway, passed respectively in the sessions of Parliament held in the seventh and eighth, the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty, and to grant further and other powers to the Midland Railway Company.

And it is further intended in the said Act to alter, amend, and enlarge the provisions of the Wakefield, Pontefract, and Goole Railway Act, 1845, and of the Wakefield, Pontefract, and Goole Railway Branches Act, 1846; and to vary or extinguish certain of the tolls and dues made payable by those Acts; and to enable the intended company to enter into arrangements with the Wakefield, Pontefract, and Goole Railway Company, touching the mutual use of the railways of the said companies, and the charges to be made for the traffic thereon.

Dated this second day of November, 1846.

John Marsden, Wakefield.
Rawson and Best, Leeds.
John Webster, Sheffield.

Ship Owners' Towing Company.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill to confer on a company

established and carrying on business in London and elsewhere, under the name of "The Ship Owners' Towing Company," certain privileges of a corporate body, and to enable the said company to sue and be sued, and to hold and transfer property real and personal, in the name of the chairman, deputy-chairman, or secretary, or one or more of the directors for the time being, of the said company, and to grant other powers and privileges to the said company: and to enlarge, alter, or amend the powers, provisions, and authorities contained in the Deed of Settlement made on the establishment of the said company.

Dated this sixth day of November, 1846.

Alexander Wallis,

Secretary.

Richardson, Connell and Loch,

Fludyer-street, Westminster,
Parliamentary Agents.

Rochdale Improvement Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, enlarge, and repeal some of the powers and provisions of an Act, passed in the session of Parliament held in the seventh and eight years of the reign of Her present Majesty, Queen Victoria, intituled "An Act for better lighting, paving, cleansing, watching, regulating, and improving the town of Rochdale and the environs thereof, in the county palatine of Lancaster;" and it is intended by the said Act, to obtain an extension of the time, limited by the said Act, for the compulsory purchase of the several lands and tenements, thereby authorised to be purchased and taken for the purposes of the said Act. And also a power to purchase, by compulsion, several other lands and tenements, within the said town, for the purpose of widening and improving several roads, streets, and other public passages and places therein. And it is also intended to obtain power to raise, by mortgage or otherwise, a sum of money on the credit of the "rates for paving and sewerage," authorised to be collected, under and by virtue of the said Act, within the said town and the environs thereof, for the purpose of more easily and speedily carrying the provisions of the said Act into execution.

Dated this seventh day of November, 1846.

William Heaton,

Solicitor.

Manchester South Junction and Altrincham Railway. (Branch in Salford, from the London and North-Western Railway, to join the Manchester, Bolton, and Bury Railway.)

NOTICE is hereby given, That application is intended to be made to Parliament in the next Session, for an Act to authorize the Manchester South Junction and Altrincham Railway Company, to construct and maintain a branch railway, with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the London and North-Western

Railway, about ten chains westwardly from the point where the same crosses Oldfield Road, in the township of Salford, in the parish of Manchester, in the county of Lancaster, passing thence in and through, and situate wholly within, the said township of Salford, and terminating by a junction with the Manchester, Bolton, and Bury Railway (now belonging to the Manchester and Leeds Railway Company), about five chains southwardly of Windsor Bridge, in the township of Salford aforesaid: and it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, streets, highways, railways, aqueducts, canals, streams, and rivers, within the aforesaid parish and township, which it may be necessary to stop up, or alter, or divert by reason of the construction of the said intended branch railway and works, or any of them.

And it is further intended by such Act 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 to authorize the said Manchester South Junction and Altrincham Railway Company, to purchase lands by compulsion or agreement for the purposes thereof, and also to levy tolls, rates, and duties in respect of the use of the said intended branch railway and works, and to grant certain exemptions from such tolls, rates, and duties.

And it is also intended by such Act to enable the said Manchester South Junction and Altrincham Railway Company to increase their capital for the general purposes of the said Company, and also for the purpose of executing the said intended branch railway and works.

And for the purposes aforesaid, it is intended, so far as may be necessary, to alter, amend, vary, extend, or enlarge, or repeal some of the powers and provisions contained in the several Acts of Parliament following (that is to say), in the Act incorporating the Manchester South Junction and Altrincham Railway Company, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty; in an Act passed in the last session of Parliament, intituled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and in all Acts passed in the last session of Parliament relating to those Companies, and to the said London and North Western Railway Company, or any of them; in the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of His late Majesty King William the Fourth, the fifth and sixth, the sixth and seventh, the seventh and eighth, and the ninth and tenth years of the reign of Her present Majesty; in the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parliament held in the eighth and ninth and the ninth and tenth years

of the reign of Her present Majesty; in the Act relating to the Grimsby Docks, passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty; in the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; in the Act passed in the last-mentioned session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; in the several Acts relating to the company of proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of His late Majesty King George the Third; in the Act relating to the company of proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; in the Act passed in the last session of Parliament for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company the said Peak Forest and Macclesfield Canals; and in the Act passed in the last session of Parliament for the amalgamation of the said Sheffield, Ashton-under-Lyne and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company.

And notice is hereby further given, that a map, plan, and section, showing the direction, situation, and levels of the said intended branch railway and works, and of the lands and houses proposed to be taken for the purposes 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 and houses, 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 Lancaster, at his office in Preston; and that a copy of the said plan, section, and book of reference will also be deposited on or before the said thirtieth day of November with the parish clerk of the parish of Manchester, at his residence.

Dated this second day of November, 1846.

Slater and Heelis,
Bagshaw, Stevenson, and Lycett,
Solicitors.

Manchester South Junction and Altrincham Railway.—(Branch in Salford, to join the Manchester, Bolton, and Bury Railway.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the Manchester South Junction and Altrincham Railway Company to construct and maintain a branch railway with all proper works, approaches, and conveniences connected therewith, commencing by a junction with the line of the Manchester South Junction and Altrincham Railway, at or near the westerly side of the river Irwell, at the point where the said last-mentioned railway will cross the said river in the

township of Salford, in the parish of Manchester, in the county of Lancaster, as shewn on the plans of the said last-mentioned railway, deposited with the clerk of the peace for the county of Lancaster, passing thence in and through, and situate wholly within the said township of Salford, and terminating by a junction with the line of the Manchester, Bolton, and Bury Railway, (now belonging to the Manchester and Leeds Railway Company,) about five chains westwardly of the point where such last-mentioned railway crosses Oldfield Road in the township of Salford aforesaid; and it is also intended by such Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, streets, highways, railways, aqueducts, canals, streams, and rivers, within the aforesaid parish and township, which it may be necessary to stop up, alter, or divert by reason of the construction of the said intended branch railway and works, or any of them.

And it is further intended by such Act 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 to authorize the said Manchester South Junction and Altrincham Railway Company, to purchase lands by compulsion or agreement for the purposes thereof, and also to levy tolls, rates, and duties in respect of the use of the said intended branch railway and works, and to grant certain exemptions from such tolls, rates, and duties.

And it is also intended by such Act to enable the said Manchester South Junction and Altrincham Railway Company to increase their capital for the general purposes of the said Company, and also for the purpose of executing the said intended branch railway and works.

And for the purposes aforesaid, it is intended so far as may be necessary to alter, amend, vary, extend, or enlarge or repeal some of the powers and provisions contained in the several Acts of Parliament following (that is to say): in the Act incorporating the Manchester South Junction and Altrincham Railway Company passed in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty; in an Act passed in the last session of Parliament, intituled "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies;" and in all Acts passed in the last session of Parliament relating to those Companies, and to the said London and North Western Railway Company, or any of them; in the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of His late Majesty King William the Fourth, the fifth and sixth, the sixth and seventh, the seventh and eighth, and the ninth and tenth years of the reign of Her present Majesty; in the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the sessions of Parlia-

ment, held in the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty; in the Act relating to the Grimsby Docks, passed in the session of Parliament, held in the eighth and ninth years of the reign of Her present Majesty; in the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; in the Act passed in the last-mentioned session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; in the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament, held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of His late Majesty King George the Third; in the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; in the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and in the Act passed in the last session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company.

And notice is hereby further given, that a map, plan, and section, shewing the direction, situation, and levels of the intended branch railway and works, and of the lands and houses proposed to be taken for the purposes 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 and houses, will be deposited for public inspection, on or before the 30th day of November in the present year, with the clerk of the peace for the county of Lancaster, at his office in Preston, and that a copy of the said plan, section, and book of reference will also be deposited on or before the said 30th day of November, with the parish clerk of the parish of Manchester, at his residence.

Dated this second day of November, 1846.

Slater and Heelis,
Bagshaw, Stevenson, and Lycett,
Solicitors.

Manchester, Sheffield, and Lincolnshire Railways.
(Station at Sheffield and Branch to the Sheffield Canal.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament, held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of

the reign of Her present Majesty, and in the last session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session of Parliament, held in the eighth and ninth years of the reign of Her present Majesty; of the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament, held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and of the Act passed in the last session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester; Sheffield and Lincolnshire Junction; Sheffield and Lincolnshire Extension; and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company; and to enable the Manchester, Sheffield, and Lincolnshire Railway Company, who, on and after the first day of January next, will be incorporated under, and by virtue of the said last-mentioned Act, to construct an additional or enlarged station, with all necessary roads and approaches thereto, and other works connected therewith, adjoining or near to the main line of that part of their railway, now called the Sheffield and Lincolnshire Junction Railway, within the townships of Brightside Bierlow and Sheffield, in the parish of Sheffield, in the West Riding of the county of York.

And notice is hereby further given, that it is intended by such Act, to enable the Manchester, Sheffield, and Lincolnshire Railway Company to make and maintain a branch railway, with all proper works, stations, and conveniences connected therewith, commencing by a junction with the line of the said Sheffield and Lincolnshire Junction Railway, as authorized to be made by "The Sheffield and Lincolnshire Junction Railway Act, 1846," at or near a certain field, in the township of Attercliffe-cum-Darnall, in the parish of Sheffield, in the West Riding of the county of York, numbered 2, in such township, on the plans of the said railway referred to in the said Act, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Attercliffe-cum-Darnall, and Sheffield, in the said west riding of the county of York, and terminating at, or near the canal warehouse, in the township and parish of Sheffield, in the said west riding of the county of York. And also to enable the said Manchester,

Sheffield, and Lincolnshire Railway Company to construct an additional station, with roads, approaches, and other works connected therewith, adjoining, or near to, the said intended branch railway, in the township and parish of Sheffield, in the said west riding of the county of York.

And it is also intended by such Act 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 further intended by such Act 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 intended branch railway, stations, roads, approaches, and 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 to grant to the said Manchester, Sheffield, and Lincolnshire Railway Company power to purchase 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 branch railway, and to grant certain exemptions from such tolls, rates, and duties.

And it is further proposed to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum of money for the purposes aforesaid.

And notice is hereby further given, that plans and sections of the said intended branch railway, stations and works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the west riding of the county of York, at his office, in Wakefield, and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the said intended branch railway, stations and works are intended to be made, will also be deposited on or before the said thirtieth day of November, with the parish clerks of such parishes respectively at their respective places of abode.

Dated this second day of November, 1846.

*Bramley and Gainsford,
Smith and Hinde,*

Joint Solicitors.

Manchester, Sheffield, and Lincolnshire Railways.
(Sheffield Canal Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield,

Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of her present Majesty, and in the last session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session of Parliament held in the eighth and ninth years of the reign of Her present Majesty; of the Act passed in the last session of Parliament, authorising the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; of the Act passed in the fifty-fifth year of the reign of King George the Third, relating to the Sheffield Canal; and of the Act passed in the last session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company.

And to enable the Manchester, Sheffield, and Lincolnshire Railway Company, who, on and after the first day of January next, will be incorporated under and by virtue of the said last mentioned Act, to purchase or to take on lease, for a term of years, or in perpetuity, and in consideration of and subject to any rent, terms, and provisions which have been or may be agreed upon, all and singular the canal, navigation, lands, warehouses, buildings, reservoirs, waters, liberties, privileges, tenements, and hereditaments, now or at any time hereafter belonging or to belong to the Company of Proprietors of the Sheffield Canal, situate, arising, and being in the West Riding of the county of York, and elsewhere, or any of them, and all the works belonging thereto; and all the estate, right, title, and interest of the said Company of Proprietors therein or thereto, and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to exercise and enjoy, during the continuance of any such lease, or in perpetuity, as the case may be, all the powers, authorities, and privileges vested in the said Company of Proprietors, and to levy tolls, rates, and duties for the use of the said canal and works; and to alter the existing tolls, rates, and duties at present authorised to be levied thereon, and to vary

or extinguish all rights and privileges which would in any manner impede or interfere with the objects aforesaid; and to enable the said Company of Proprietors to grant and make, and the said Manchester, Sheffield, and Lincolnshire Railway Company to accept and take such lease or sale as aforesaid, and to enter into and execute all necessary arrangements, deeds, and agreements respecting the same, and for carrying the objects thereof into effect; and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to adopt and secure the whole or part of the debt owing by the said company of proprietors.

And it is also proposed by such Act, if it shall be found necessary or expedient for carrying the purposes aforesaid into effect, to dissolve the said Company of Proprietors of the Sheffield Canal.

Dated this second day of November, 1846.

Bramley and Gainsford.
Smith and Hinde.
W. and B. Wake.

Warkworth Harbour.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge, or repeal the powers and provisions of an Act passed in the first year of the reign of Her Majesty Queen Victoria, entitled "An Act for forming a Harbour in the parish of Warkworth, in the county of Northumberland, by improving the Navigation of the River Coquet, and for rendering the same safe and commodious, and easy of access;" and also of another Act, passed in the fifth year of the reign of Her said Majesty, entitled "An Act to explain and amend the powers and provisions of the Act relating to the Warkworth Harbour, in the county of Northumberland;" and it is proposed in and by the said intended Act to alter or increase the existing tolls; rates, and duties, authorized by the said Acts to be collected and levied; and to increase the sums by the said Acts authorized to be borrowed or taken up on mortgage by the Commissioners acting in the execution of the said Acts.

Dated this fifth day of November, 1846.

Western and Sons,
7, Great James Street, Bedford Row.
London.

Manchester, Sheffield, and Lincolnshire Railways, and Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth; the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the

reign of Her present Majesty; and in the last session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session of Parliament, held in the eighth and ninth years of the reign of Her present Majesty; of the Act passed in the last session of Parliament, authorising the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorising the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the company of proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth, and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the company of proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; of the Act passed in the eleventh year of the reign of King George the Third, relating to the Canal Navigation from Chesterfield to the River of Trent; of the Act passed in the last session of Parliament, relating to the Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal; and of the Act passed in the last session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under and by virtue of which last-mentioned Act, the said respective companies will, on and after the first day of January next, be incorporated under the name or title of "The Manchester, Sheffield, and Lincolnshire Railway Company."

And it is intended by the said Act to amalgamate the Manchester, Sheffield, and Lincolnshire Railways, with the Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal, and to vest such amalgamated undertaking, and all the capital stocks, shares, property, and effects, powers, and privileges, now vested, or which, on the first day of January next, and thenceforth, during the next Session of Parliament, may become vested in the Manchester, Sheffield, and Lincolnshire Railway Company, or the Manchester and Lincoln Union Railway and Chesterfield and Gainsborough Canal Company, in the said Manchester, Sheffield, and Lincolnshire Railway Company.

And it is also proposed by such Act, if it shall be thought necessary or expedient for carrying the purposes aforesaid into effect, to dissolve the said Manchester and Lincoln Union Railway, and Chesterfield and Gainsborough Canal Company.

Dated this second day of November, 1846.

Bramley and Gainsford,
Smith and Hinde,
Joint Solicitors.

Exeter and Exmouth Railway Act Amendment. Relinquishment of part of Line, with power to London and South Western Railway Company to subscribe towards, or purchase, or take a lease of the same.

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, extend, and enlarge the powers, and provisions of an Act passed in the last session of Parliament, intituled "An Act for making a Railway from Exeter to Exmouth, to be called the Exeter and Exmouth Railway."

And it is also intended by the said Bill to take powers to enable the said company to relinquish a part of their authorized line between a field marked No. 4, in the parish of Heavitree, in the county of Devon, on the original plans of the said railway deposited with the clerks of the peace for the county of Devon and the county of the city of Exeter, respectively, and the intended terminus near the Exeter City Gaol, in the parish of Saint David, in the county of the city of Exeter; and to enable the said company to use and run over (between the points aforesaid) a line of railway intended to be constructed by the proposed Exeter, Yeovil, and Dorchester Railway Company, for the purpose of forming a communication between Exeter and Yeovil, and to enter into all proper arrangements with the London and South Western Company relating thereto.

And it is also proposed in and by the said Bill to empower the Exeter and Exmouth Railway Company to lease, sell, or transfer, their railway and works, or any part of the same, or the tolls thereof, to the London and South Western Railway Company, and to delegate to the said London and South Western Railway Company the execution of all or any of the powers of the said company or Act, or the said intended Bill, and to authorize the said London and South Western 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 railway and works, or any part thereof, or to purchase, take on lease, rent, work, or construct the said 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 said Exeter and Exmouth Railway Company such interest or profit upon their outlay as may be agreed upon, and to raise money by shares, mortgage, or otherwise, for the purposes aforesaid, or some of them. 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 powers and provisions of the several Acts relating to the said London and South Western Railway, that is to say:

"The London and South-Western Railway Act, 1834."

"The London and South-Western Railway Deviations Act, 1837."

"The Portsmouth Branch Railway Act, 1839."

"The London and South-Western Railway Company's Amendment Act, 1841."

"The London and South-Western Railway Company's Wandsworth Water Act, 1841."

"The Salisbury Branch Railway Act, 1844."

"The London and South-Western Railway Company's Amendment Act, 1844."

"The London and South-Western Railway Metropolitan Extensions Act, 1845."

"The London and South-Western Railway Company's Amendment Act, 1845."

"The Southampton and Dorchester Railway Act, 1845."

"The London and South-Western Railway Company's Amendment Act, 1846."

"The London and South-Western Railway (Chertsey and Egham Branch) Act, 1846."

"The London and South-Western Railway (Farnham and Alton Branch) Act, 1846."

"The London and South-Western Railway (Hampton Court Branch) Act, 1846."

"The London and South-Western Railway Company's London Bridge Extension Act, 1846."

"The London and South-Western Railway Company's Basingstoke and Salisbury Extension Act, 1846."

Dated this fifth day of November, 1846.

John Daw,

J. B. Ellicombe,

Exeter, Solicitors.

John Trenchard,

Exmouth, Solicitor.

Glasgow, Airdrie, and Monklands Junction Railway.

Cowlairs, Carmyle, Central Junction, and Cople Hill Branches, and Montrose Street Terminus.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for an Act or Acts to alter, amend, and enlarge the powers and provisions of the "Glasgow, Airdrie, and Monklands Junction Railway Act, 1846," and to empower the company thereby incorporated to make and maintain the following railways, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith, namely, First. A branch railway diverging from and out of the main line, or intended main line, of the said Glasgow, Airdrie, and Monklands Junction Railway, at a point at or near to Whitevale Street, in the parish of Saint John's of Glasgow, or of Barony Parish of Glasgow, or in one or both of them, in the county of Lanark, and terminating by a junction with the Edinburgh and Glasgow Railway, at a point at or near to the Cowlairs Station of that railway, in the parish of Glasgow, Inner High Parish of Glasgow, or Barony Parish of Glasgow, or some or other of them, in the county of Lanark, and passing from, through, or into, the parishes, townships, burghs, or places of Glasgow, Saint John's of Glasgow, Barony Parish of Glasgow, Inner High Church Parish of Glasgow, or some of them, all in the county of Lanark. Second, a branch railway diverging from and out of the said intended Glasgow, Airdrie, and Monklands Junction Railway, at a point at or near to the

village of Shettleston, near to the road leading from that village to the west end of the village of Tollcross, in the Barony Parish of Glasgow, in the county of Lanark, and terminating by a junction with the Clydesdale Junction Railway, or intended Clydesdale Junction Railway, now amalgamated with, and forming part of, the Caledonian Railway, at a point at or near to East Cambuslang, in the parish of Cambuslang, and county of Lanark, and passing from, through, or into, the parishes, townships, burghs, or places of Barony Parish of Glasgow, Old Monkland, and Cambuslang, or some of them, in the county of Lanark. Third, a branch railway diverging from and out of the said intended Glasgow, Airdrie, and Monklands Junction Railway, at or near to the intended terminus of said railway, at a point or points lying and situated between, or near to High street and Barrack streets of Glasgow, in the parishes of Blackfriars, or Saint John's of Glasgow, or one or both of them, and county of Lanark, thence proceeding through the Green of Glasgow, and crossing the River Clyde, opposite, or nearly opposite, to South Wellington place, Hutcheson town, and terminating by a junction or junctions with the Polloc and Govan Railway, now amalgamated with, and forming part of, the Caledonian Railway, at or near to Govan Iron Works, in the parishes of Gorbals and Govan, or one or both of them, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, or places of Glasgow, Blackfriars, Saint John's, Saint Andrew's, Saint James's, Gorbals, and Govan, and the town lands called the Green of Glasgow, or some of them, all in the county of Lanark. Fourth, a branch railway diverging from and out of the said intended Glasgow, Airdrie, and Monklands Junction Railway, at a point at or near to the intended terminus of the said Glasgow, Airdrie, and Monklands Junction Railway, to the east of the High Street of Glasgow, in the parishes of Blackfriars or Saint John's of Glasgow, or one or both of them, in the county of Lanark, and terminating at or near to South Montrose Street, in the parish of Saint David's of Glasgow, in the county of Lanark, and passing, from, through, or into the parishes, townships, burghs, or places of Glasgow, Saint John's, Blackfriars, Outer High Church, and Saint David's, or some of them, in the county of Lanark. Fifth, a branch railway, diverging from and out of the main line of the Polloc and Govan Railway, now amalgamated with the Caledonian Railway, at a point at or near to the turnpike road leading from Glasgow to Cathcart, where it crosses the said Polloc and Govan Railway, at or near to the Govan Iron Works, in the parishes of Govan and Gorbals, or one or both of them, in the county of Lanark, and terminating by a junction with the Glasgow, Barrhead, and Neilston Direct Railway, or intended Glasgow, Barrhead and Neilston Direct Railway, at a point at or near to Coplaw Hill, in the parishes of Govan or Gorbals, or one or both of them, in the county of Lanark, and passing from, through, or into the parishes, townships, burghs, and places of Glasgow, Gorbals, and Govan, or some of them, in the county of Lanark—all as the said branch railways and works, will be shown on

the plans and sections to be deposited as hereinafter mentioned.

And notice is hereby given, that it is intended to take power in the said Act or Acts for the compulsory purchase of lands, houses, and other heritages, for the purposes of the said branch railways, and other works, and to levy tolls, rates, and duties on, or for the use of the said branch railways and works respectively, and to vary, alter, or extinguish all existing rights and privileges which would in any manner interfere with the objects aforesaid, and to confer other rights and privileges; and power is also intended to be taken by the said Act or Acts to divert or alter within the parishes, townships, townlands, burghs, and places aforesaid, all turnpike and other roads, streets, railways, tramways, canals, rivers, streams, and watercourses; also, all water and gas, or other pipes, which it may be necessary to interfere with in the construction of the said intended branch railways and works. And it is also intended to take power to shut up and appropriate such streets or lanes, or intended streets or lanes within the parishes, burghs, and places aforesaid, as may be shown on said plans as intended to be so shut up and appropriated.

And it is further intended to take power by the said Act or Acts, to enable the said Glasgow, Airdrie, and Monklands Junction Railway Company to raise such additional capital as may be necessary for the formation and construction of the said branch railways and other works, by the creation of new shares or otherwise, for the purposes aforesaid, or some of them, and for other purposes therewith connected, and generally to obtain all powers which may be necessary for any or all of such purposes. And it is intended by the said Act or Acts to take power to enable the said Glasgow, Airdrie, and Monklands Junction Railway Company to enter into and carry into execution with any other company, or corporations, or commissioners, road or other trustees, or other bodies, or persons, such arrangements and agreements as may be expedient, or proper, for the making and maintaining of the said intended branch railways, and stations, depots, and works connected therewith, or for the use of the same or of any railway or railways or works communicating therewith; and it is also intended to take power to the said company to enter into bargains, agreements, or arrangements, with the Edinburgh and Glasgow Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley and Greenock Railway Company, or such two last mentioned railway companies jointly, the Slamannan Railway Company, the Ballochney Railway Company, and the Monkland and Kirkintilloch Railway Company, and the Caledonian Railway Company, and the General Terminus and Glasgow Harbour Railway Company, or any of such companies or company, together or separately, for the sale and lease of the said Glasgow, Airdrie, and Monklands Junction Railway, and branch railways, and other works, or some parts or part thereof, or for an amalgamation of the said railway and branch railways and works, with the several railway or railways belonging to such company or companies, or one or more of them, together or

separately, or for the constructing and using of the said railway and branch railways, and works, by such company or companies, and that on such terms and conditions as may be agreed on by and between the said Glasgow, Airdrie, and Monklands Junction Railway Company and such other companies or company, and to enable such other company or companies, or some of them, either together or separately, to complete such purchase, lease, or amalgamation, and such other arrangements as aforesaid; and also to empower the said Edinburgh and Glasgow Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, and the Glasgow, Paisley, and Greenock Railway Company, or two such last mentioned companies jointly, the Caledonian Railway Company, the Slamannan Railway Company, the Ballochney Railway Company, and the Monkland and Kirkintilloch Railway Company, and the General Terminus and Glasgow Harbour Railway Company, or one or more of them, either together or separately, to raise or contribute funds towards the construction, maintenance and use of the said railway and branch railways, and other works, and to take shares therein, or otherwise to guarantee a certain amount of interest or profit on the capital or outlay as may be agreed upon; and with such objects or otherwise, it is intended by the said Act or Acts to alter or amend, enlarge or repeal, so far as may be necessary, all the following Acts of Parliament, that is to say, the Acts relating to the Edinburgh and Glasgow Railway, passed in the first and second, the third and fourth, in the fifth, the seventh, and eighth and ninth, and ninth and tenth years of the reign of Her present Majesty; also the several Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, the third and fourth, the fifth, eighth, and ninth, and tenth 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 sixth, and ninth and tenth years of the reign of Her present Majesty; also the several Acts relating to the Caledonian Railway, respectively passed in the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty; also the several Acts relating to and concerning the said Slamannan Railway, respectively passed in the fifth and sixth years of the reign of His Majesty King William the Fourth, and in the first and third, and ninth and tenth years of the reign of Her present Majesty; the several Acts relating to and concerning the Ballochney Railway, respectively passed in the seventh year of the reign of His late Majesty George the Fourth, and the fifth and sixth years of the reign of His late Majesty King William the Fourth, the second and third, and sixth and seventh, and ninth and tenth years of the reign of Her present Majesty; the several Acts relating to the said Monkland and Kirkintilloch Railway, respectively passed in the fifth year of the reign of His late Majesty George the Fourth, of the third and fourth years of the reign of His late Majesty William the Fourth, and in the second and third, sixth and seventh, and eighth and ninth,

and ninth and tenth years of the reign of Her present Majesty, and the several Acts therein recited; and the Act relating to the said General Terminus and Glasgow Harbour Railway Company, passed in the ninth and tenth year of the reign of Her present Majesty. And it is further intended by the said Act or Acts to take power to enable the provost, magistrates, and town council of Glasgow, or the municipal incorporation of Glasgow, to sell and convey to the said company such parts of the public green of Glasgow as may be necessary to be used for the branch railway and works thirdly before mentioned, and to enable the said incorporation to receive, and the said company to grant such compensation, by way of price, or in the construction of baths, or other such works in lieu thereof, as may be agreed on and sanctioned by Parliament.

And notice is hereby given, that duplicate plans and sections, describing the line or situation and levels of the said intended branch railways, and other works, and the lands, houses, and other heritages to be taken and used for the purposes thereof, or otherwise, 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 or houses, and other heritages, will be deposited, on or before the thirtieth day of November, in the present year, in the offices of the principal sheriff clerk for the county of Lanark, at Glasgow, Airdrie, Hamilton, and Lanark, respectively, and that a copy of the plans, sections, and books of reference respectively, or of so much thereof as relates to each parish and royal burgh, in or through which the said branch railways and works are intended to be made, will, on or before the said thirtieth day of November, in this present year, be deposited as follows, that is to say, so far as relates to each of the said parishes, with the schoolmaster, if any, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk respectively; and, so far as relates to the royal burgh of Glasgow, with the town clerks of said burgh, at their office in Glasgow.

Knox and Findlay,

Glasgow,

Deans, Dunlop, and Hope,

Fludyer-street, Westminster.

Solicitors for the Bill.

Glasgow, 2d November, 1846.

Huddersfield and Manchester Railway.

Branch from Oldham to Ashton and Guide Bridge. NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing session, for an Act to alter, amend, extend, and enlarge, or to repeal, some of the powers and provisions of the Acts following, or some of them, that is to say, The Huddersfield and Manchester Railway and Canal Act, 1845; the Huddersfield and Manchester Railway and Canal (Huddersfield Division and Cooper Bridge Branch), Act, 1846, and the Huddersfield and Manchester Railway and Canal (Oldham Branch) Act, 1846, and to enable

the said Huddersfield and Manchester Railway and Canal Company to make and maintain the following railways, or some of them, with all proper works, approaches, and conveniences connected therewith respectively, that is to say, a railway commencing by a junction with the Stockport and Guide Bridge branch of the London and North-Western Railway, near Guide Bridge, in the parish of Ashton-under-Lyne, in the county of Lancaster, and terminating at or in the town of Oldham aforesaid, by a junction with the proposed Mumps extension of the Manchester and Leeds Railway, at or near Mumps Mill in Oldham aforesaid, and passing from, in, through, or into and along the several parishes, townships, extra-parochial and other places of Ashton-under-Lyne, Prestwich-cum-Oldham, Audenshaw, Ashton Town Division, Hartshead, Knott Lanes, and Oldham, all in the county of Lancaster, with two several short branches therefrom to join the Ashton branch of the Manchester and Leeds Railway, commencing and passing in and through and terminating in the said parish of Ashton-under-Lyne, at or near the town of Ashton-under-Lyne, and near to the point where the said intended railway will cross the said Ashton branch of the Manchester and Leeds Railway; a branch railway, commencing by a junction with the said intended railway lastly hereinbefore described, at a point near Fairbottom, in the parish of Ashton-under-Lyne, in the county of Lancaster, and terminating by a junction with an intended line of railway proposed to be formed by the Huddersfield and Manchester Railway and Canal Company from the Manchester and Birmingham Branch of the London and North-Western Railway in Manchester, to Spring Head Mills, in the township of Quick, in the West Riding of the county of York, and known by the name of the Extension to Manchester through the Medlock Valley, at or near Althill, in the said parish of Ashton-under-Lyne, and which said branch railway will pass, in, through, into, and along the parishes, townships, extra-parochial and other places of Ashton-under-Lyne, in the county of Lancaster.

And it is also intended by such Act, 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, 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 to authorize and enable the said Huddersfield and Manchester Railway and Canal Company, to purchase lands and houses by compulsion or agreement, for the purposes of the said intended works, and to levy tolls, rates, and duties in respect

of the use of the said intended railways, and to alter, vary, or increase the tolls, rates, and duties authorized by the said recited Acts, and to grant certain exemptions from the payment of such tolls, rates, and duties.

And it is also proposed by the said intended Act to enable the said Huddersfield and Manchester Railway and Canal Company to raise a further sum of money for all or any of the purposes aforesaid, and for other purposes of or in relation to the said company.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Lancaster, at his office in Preston, and with the clerk of the peace for the West Riding of the county of York, at his office in Wakefield, 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, on or before the said thirtieth day of November, be deposited with the parish clerks of those parishes respectively at their respective residences.

Dated this seventh day of November, 1846.

Worthington, Earle, and Berry,
Manchester.
Brook and Freeman,
Huddersfield.

Clerkenwell Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of the several Acts relating to the Clerkenwell Improvement, passed respectively in the third and fourth, in the fifth and sixth, and in the ninth years of the reign of Her present Majesty.

And it is intended to apply for power in the said Act to enable the commissioners appointed in and by the said Acts to raise a further sum of money, for the purpose of carrying the said Act into execution, and to receive subscriptions, and to agree with the subscribers, or with a company to be incorporated with reference to the completion of the said improvement, and the leasing and sale of the ground which now or hereafter may vest in the said Commissioners.

And it is intended to amend and enlarge the said Acts in other respects, to alter and repeal some of the provisions therein contained, and to grant further powers to the said commissioners, and to confer certain rights and privileges upon the persons subscribing, or upon a company to be incorporated, and with whom such agreement may be made.

Dated this first day of November, 1846.

Burchell, Kilgour, and Parson,
47, Parliament Street.

Lytham Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill for paving, lighting, watching, draining, cleansing, regulating, and otherwise improving the town or village of Lytham, in the county of Lancaster; for supplying the inhabitants thereof with water; and for establishing and regulating a market and market-places therein.

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

And also to enable the said commissioners to agree with the party or parties entitled to the rights and privileges of holding a market or markets in the said town or village, for a grant of the same, and for the right of collecting rents, dues, and tolls in respect thereof, and all other rights and privileges appurtenant to the same; and to enable such party or parties to grant or dispose of the same to such commissioners.

And also to enable the said commissioners to erect within the said town or village a market-house and market-place, and to levy tolls and rates for the use thereof; and also to make, with respect to such market-house and market-place, such bye-laws and regulations as may seem good to the said commissioners for the government thereof; and also to enable the said commissioners to remove and prevent obstructions, nuisances, and annoyances in the streets and public passages and places in the said town or village, and to establish an effective police therein; and also to enable the said commissioners to build a sea-wall, or to construct such other works as may be required to prevent the encroachment of the sea on the said town or village, and to make regulations for the preservation of the said wall and works, and for the maintenance of the beach within the said town or village; and also to enable the said commissioners to light with gas or otherwise the streets and other public passages and places, and houses, buildings, and other hereditaments in the said town or village; and for that purpose to erect gas works, and to lay pipes in the said town or village, or to purchase, rent, or take any buildings, lands, or works for such purpose; and to enable any person or persons, body politic or corporate, to sell or let such buildings, lands, and works to the commissioners for such purposes, or to enable the said commissioners to contract with any company, body, or person for so lighting such streets and other public passages and places; and also to enable the said commissioners to erect and maintain works for the supply of the said town or village with water, and for that purpose to construct and maintain water-

works, reservoirs, aqueducts, cuts, conduits, and other works and conveniences connected therewith, from, in, through, or into the said town or village, and the several parishes, townships, and extra-parochial places of Kirkham, Kibby-with-Wray, Westby-with-Plumpton, Bryning-with-Kellamergh, Warton, and Lytham, and to lay down main and other pipes and communications therefrom, and to take, collect, and impound water from certain lands, springs, brooks, and streams, situate within the said parishes, townships, and extra-parochial places, or some of them.

And in the said Bill, powers will be applied for to enable the commissioners to purchase, by compulsion or otherwise, any springs, streams, waters, watercourses, reservoirs, houses, lands, tenements, and hereditaments necessary for the purpose of supplying the said town or village with water; and to vary and extinguish all rights and privileges in any manner connected with such property, which would in any manner impede or interfere with the object last aforesaid.

And in the said Bill, powers will be applied for to enable the said commissioners to levy and recover rates, rents, and duties, for the use of the water to be supplied by the said commissioners, and to grant exemptions from the payment thereof.

And also to enable the said commissioners to rent and maintain public baths and wash-houses for the use of the inhabitants of the said town or village, and to purchase and hold lands, houses, and hereditaments for the purposes thereof, and to charge and receive payments for the use of the same, and to make bye-laws for the regulation thereof; and also, if the said commissioners shall think fit, to grant leases of such baths and wash-houses for a term of years.

And in the said Bill, it is intended to apply for powers enabling the said commissioners to purchase, rent, or take any lands, houses, and hereditaments for effecting all or any of the before-said objects, and to enable any person or persons, body politic, or corporate, to sell or let such lands, houses, and hereditaments, to the said commissioners.

And it is further proposed, by the said intended Act, to enable the said commissioners to impose rates on the property within the limits to be defined in the said Act, for the several purposes aforesaid, and to raise money for the same purposes on the credit of the several rates, or any of them, which may so become payable, or on the credit of any property which may hereafter belong to the said commissioners.

And notice is hereby further given, that on or before the thirtieth day of November instant, duplicate plans, describing the line or course of the said intended reservoirs, aqueducts, and other works, and of the land proposed to be taken for the purposes thereof, together with duplicate sections of the said reservoirs, aqueducts, and other works, 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 of the county palatine of Lancaster, at Preston; and

a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes hereinbefore mentioned, from, in, or through which the said reservoirs, aqueducts, and other works will pass or be situate, will be deposited with the parish clerk of each such parish, at his place of abode.

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

Rawstorne and Wilson, Preston,
Solicitors to the Bill.

East Lincolnshire Railway—Branch from Louth to Lincoln.

NOTICE is hereby given, That application is intended to be made to Parliament in the next session for an Act to amend and enlarge an Act passed in the last session of Parliament, intituled "The East Lincolnshire Railway Act, 1846," and to enable the East Lincolnshire Railway Company, incorporated by the said Act, to make and maintain the following branch railway, or some part thereof; (that is to say), a branch railway commencing by a junction with the line of the East Lincolnshire Railway, as authorized to be constructed by the said Act passed in the last session of Parliament, at or near a field in the parish of Louth, in the parts of Lindsey, in the county of Lincoln, and numbered 109 on the plans of the said railway referred to in the said Act, and passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Louth, Louth Park, Stewton, Legbourn, South Elkington, Tathwell, Raithby-cum-Hallington, Raithby-cum-Maltby, Maltby on the Wolds, Maltby, Raithby, Raithby on the Wolds, Hallington, Welton, Welton-le-Wold, Tathwell, Dovendale, Withcall, Little Cadwell, Great Cadwell, Cadwell, Asterby-cum-Goulceby otherwise Goulsby, Asterby otherwise Asserby otherwise Aisterby, Goulceby otherwise Goulsby, Steingote, Stenigot otherwise Stannigote, Donington-upon-Bain, Donington, Biscathorpe, Cawkwell, Market Stainton, Stainton Benniworth otherwise Benningworth, Sturton otherwise Stourton, Great Sturton, otherwise Great Stourton, Ranby, Sothy, Hatton Sykes, Hatton Panton, East Barkwith, West Barkwith, Strubby, Low Langton and Strubby, Langton South of the Church, Langton Hill, Langton by Wragby, Langton, South Willingham, Hainton, East Torrington, West Torrington, Holton-cum-Beckering, Holton Beckering, Beckering, Holton, Wragby Colsted, Coldsted, Rand-cum-Fulnetby, Rand, Goltho-cum-Bullington, Goltho, Bullington, Fulnetby, Claybridge, Newball, Newbold, South Langworth, Langworth, Snelland, Swinthorpe otherwise Swinethorpe, Snelland-cum-Swinthorpe otherwise Swinethorpe, Apley, Kingthorpe, Hop Lane, Apley with Kingthorpe and Hop Lane, Barlings, Barlings with Langworth, Langworth Bridge, Langworth Barlings, Stainton Wood Reresby, Reasby, Stainton, Stainton by Langworth, and Stainton by Langworth with Reasby and Newball or Newbold, or some of them, all in the parts of Lindsey, in the said county of Lincoln, and terminating by a junction with the extension to Lincoln from the Market Rasen Branch of that part of the Manchester, Shef-

field, and Lincolnshire Railways which is now called the Great Grimsby and Sheffield Junction Railway, as authorized to be made by an Act passed in the last session of Parliament, at or near a certain Field in the parish of Stainton by Langworth with Reasby and Newball, numbered 36 on the plans of the said extension referred to in the said last-mentioned Act.

And it is intended by such Act 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 branch railway, and also to authorize junctions with any railway or railways at the commencement or termination, or on the line or course of the said branch railway as before described, in the several parishes, townships, and extra-parochial places aforesaid.

And it is intended by such Act to take power to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and 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 branch railway.

And it is also intended by such Act 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 Branch Railway, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act 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 branch railway, and to confer other rights and privileges.

And notice is hereby further given, That a published map, shewing the general course of the said branch railway, and duplicate plans and sections describing the line and levels thereof, 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 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 instant, with the clerk of the peace for the parts of Lindsey, in the county of Lincoln, at his office in Spilsby. 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 branch railway and works are intended to be made, will be deposited on or before the same thirtieth day of November, with the parish clerks of each such parishes respectively, at their respective residences.

Dated this sixth day of November, 1846.

Burchell, Kilgour, and Parson,
Hollway, Pye, and Daubney,
Solicitors.

South Eastern Railway, (Croydon and Bromley Branches)—Proposed Branches from the North Kent Line of the South-Eastern Railway near Lewisham to Croydon and Bromley.

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

And it is proposed by the said intended Act to authorize the construction and maintenance by the South Eastern Railway Company of the branch railways and lines diverging therefrom hereinafter mentioned, with all proper works and conveniences connected therewith, that is to say, a branch railway commencing from and out of the intended railway from the Greenwich railway to Woolwich and Gravesend, (which was authorized to be made by an Act passed in the last session of Parliament,) in the parish of Saint Paul Deptford, in the said county of Kent, in a piece of garden-ground and orchard near the Lewisham Road, and now or lately occupied by Samuel Sheppard, and near the boundary of the parishes of Saint Paul Deptford, and Lewisham, and terminating by a junction with the line of the Croydon and Epsom Railway in the parish of Croydon, in the county of Surrey, near the point where the same passes under the Pitlake Road; which said proposed branch railway is intended to pass or be made from, through, in, or into the several parishes, townships and extra-parochial or other places, or some of them, following, that is to say, Saint Paul Deptford, Greenwich, Lewisham, Lee, Beckenham, Southend, and Sydenham, in the county of Kent; and Lambeth, Camberwell, Penge, Battersea, and Croydon, in the county of Surrey: together with a line diverging from and out of the said intended branch railway in the parish of Lewisham aforesaid, near the turnpike-road from New Cross to Lewisham near a messuage now or late in the occupation of William Johnson, called the Angel Inn, passing from, through or into the parishes of Lewisham and Greenwich, or one of them, and terminating by a junction with the said intended railway from the Greenwich Railway to Woolwich and Gravesend, in the said parish of Lewisham, in a pasture-field now or lately occupied by Thomas Wallis, which field adjoins the said turnpike-road from New Cross to Lewisham, on the north side of the same road, and lies between the same and the River Ravensbourne; and together also with another line diverging from and out of the said intended branch railway, in the parish of Croydon, in the said county of Surrey, on the south-east side of the Croydon Atmospheric Railway, now forming part of the London, Brighton, and South Coast

Railway, near the point where the same Croydon Atmospheric Railway crosses the London and Brighton Railway, also forming part of the London, Brighton, and South Coast Railway, passing through the said parish of Croydon, and terminating by a junction with the said London and Brighton Railway, in the parish of Croydon, in the county of Surrey, near a bridge over the said last mentioned railway, called the Windmill Bridge.

Also another branch railway diverging out of the first-mentioned intended branch railway in the Parish of Lewisham, in the county of Kent, near a house called, with the land thereunto belonging, Frog's Island, now or late in the occupation of George Gun, and terminating in the parish of Bromley, in the county of Kent, at or near a road leading from the town of Bromley to a messuage now or lately occupied by Algernon Perkins, Esquire, in or near a field now or lately occupied by William Pawley; which said last-mentioned proposed branch railway is intended to pass or be made from, through, in, or into the several parishes, townships and extra-parochial or other places, or some of them, following, that is to say, Lewisham, Southend, Beckenham, and Bromley, in the said county of Kent.

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

And it is also proposed by the said intended Act to confer on the said South-Eastern Railway Company powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed branch railways, diverging lines and works.

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

And it is further proposed in and by such intended Act or Acts to enable the said South-Eastern Railway Company to raise money for the purpose of executing the said proposed branch railways, diverging lines and works.

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended branch railways and diverging lines therefrom, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, 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 at Maidstone, and with the clerk of the peace for

the county of Surrey, at his office in Lambeth; 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 branch railways, diverging lines and works respectively will pass or be made, will be deposited, on or before the same thirtieth day of November, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this second day of November, 1846.

Fearon & Clabon,
Great George Street, Westminster.

South-Eastern Railway—(Maidstone to Chart).

Proposed Railway from the South-Eastern Railway at Maidstone to the same Railway at Great Chart, near Ashford, in the county of Kent.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session for an Act, under which it is proposed to amend and enlarge some of the powers and provisions of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, the second, the second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of Her present Majesty, and to alter the tolls and charges thereby authorized to be taken.

And it is proposed by such intended Act to take powers for the construction and maintenance by the South-Eastern Railway Company of a railway with all proper works and conveniences connected therewith, commencing from and out of the South-Eastern Maidstone Branch Railway, in the parish of Maidstone, in the county of Kent, near the Maidstone station thereof, and near a meadow now or late in the occupation of Samuel Bodkin, and terminating by a junction with the South Eastern Railway, in the parish of Great Chart, in the county of Kent, near a pasture-field called Pound Field, now or late in the occupation of William Waters, and being part of Worthing Farm, which said proposed railway is intended to pass or be made from, through, in or into the several parishes, townships, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Maidstone, Boxley, Maginford, Weaving Street, Bearstead, Debting, Thurnham, Otham, Leeds, Hollingbourne, Broomfield, Ulcomb, Harrietsham, Lenham, Witchling, Boughton Malherbe, Charing, Egerton, Little Chart, Pluckley, Hothfield, Bethersden, and Great Chart, or some of them in the county of Kent.

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

constructing, maintaining or using the said intended railway.

And it is also proposed by the said intended Act to confer on the said South-Eastern Railway Company powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway.

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

And it is further proposed in and by such intended Act to enable the said South-Eastern Railway Company to raise money for the purpose of executing the said proposed railway.

And notice is hereby further given, that maps, plans, and sections, describing the direction, line, and levels of the said intended railway, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Kent, at his office in Maidstone; 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 will pass or be made will be deposited on or before the same thirtieth day of November, with the parish clerks of such parishes respectively, at their respective places of abode.

Dated this second day of November, 1846.

Fearon and Clabon,
Great George Street, Westminster.

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 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 sixth day of November, 1846.

John Curtis,

80, Basinghall Street, Solicitor for the Bill.

Sovereign Life Assurance Company.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing session for an Act to confer on the Sovereign Life Assurance Company certain privileges of a corporate body, or to incorporate the said Sovereign Life Assurance Company, and to enable the said company to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in the name of the said company, or in the name of certain members or co-partners, or officer, or officers, of the said company, to alter and amend the contract of co-partnership or deed of settlement, and the rules and regulations, laws and bye-laws of the said company, and so far as necessary to confirm the same, and to confer on the said company and the directors thereof other powers, rights, and privileges.

Dated this seventh day of November, 1846.

Davies, Son, and Campbell,

Solicitors for the Company,
21, Warwick Street, Regent Street.

South-Eastern Railway, (Mid Kent and Direct Tunbridge Line.)—Proposed Railway from the North Kent Line of the South-Eastern Railway at Lewisham to Tunbridge, with Branches to Dartford, Sevenoaks, Maidstone, and Paddock-wood.

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for an Act, under which it is proposed to amend and enlarge some of the powers and provisions of the several Acts relating to the South-Eastern Railway, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and the first, the second, the

second and third, the third, the fifth, the sixth and seventh, the seventh, the seventh and eighth, the eighth and ninth, the ninth, and the ninth and tenth years of the reign of Her present Majesty, and to alter the tolls and charges thereby authorized to be taken.

And it is proposed by such intended Act to authorize the construction and maintenance by the South-Eastern Railway Company of the railway, branch railways, and diverging lines, hereinafter mentioned, with all proper works and conveniences connected therewith, that is to say, a railway commencing from and out of the railway from the Greenwich Railway to Woolwich and Gravesend, (which was authorized to be made by an Act passed in the last session of Parliament,) in the parish of Lewisham, in the county of Kent, in a pasture-field now or lately occupied by Thomas Wallis, which field adjoins the north side of the turnpike-road from New Cross to Lewisham, and lies between the same and the river Ravensbourne, and terminating in the parish of Tunbridge, in the county of Kent, by a junction with the South-Eastern Branch Railway from Tunbridge to Tunbridge Wells, near the bridge over an occupation road called Kitchingham's Lane, leading to Relph's Farm; which said proposed railway and works are intended to pass or be made from, in, through or into the several parishes, townships, townlands, and extra-parochial or other places next hereinafter mentioned, or some of them, that is to say, Saint Paul Deptford, Saint Nicholas Deptford, Greenwich, Saint Alphage Greenwich, Lewisham, Eltham, Lee, Southend, Mottingham, Bexley, Hurst, Halfway Street, Sidcup, Chisellhurst, Footscray, North Cray, Saint Paul's Cray, Saint Mary Cray, Orpington, Hockenden, Wilmington, Dartford, Sutton-at-Hone, Swanley, Maplescombe, Ruxley, Crockenhill, Farningham, Saint Margarets, Eynsford, Horton Kirby, Pinden, Deanbottom, Lullingstone, Lullingstauae, Chelsfield, Kingsdown, Lulstead, Ash, Stanstead, Shoreham, Filson, Sepham, Otford, Chevening, Heverham, Kemsing, Seal, Sevenoaks, Riverhead, Chart, Woodlands, Ightham, Old Borough, Borough Green, Wrotham Town, Ivy Hatch, Yaldham, Crouch, Platt, Basted, Wimlet otherwise Wilmot Hill, Nepicar, Plaxtol, Dunks Green, Roughway, Hale, Winfield, Wrotham, Shipborne, West Peckham, East Peckham, Hadlow, Yalding, Tunbridge, Capel, and Tudeley, or some of them, in the county of Kent; together with a line diverging from the before-mentioned intended main line, in the parish of Tunbridge aforesaid, in a pasture-field, now or late in the occupation of John Milles, being part of Walters' Farm, passing through the parish of Tunbridge aforesaid, and terminating by a junction with the South-Eastern Railway at the Tunbridge Station, in the same parish; and together with another line diverging from the said intended main line in the parish of Tunbridge aforesaid, in a pasture-field near the river Medway, now or late in the occupation of Thomas Roser, passing through the said parish of Tunbridge, and terminating by a junction with the South-Eastern Railway near Walter's Farm House, in the same parish.

Also a branch railway, diverging from and out of

the said intended main line, in the parish of Bexley, in the said county of Kent, in a field called Further Field, being part of Watkins' or Half Way Street Farm, and now or late in the occupation of James Godden, passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial places of Eltham, Mottingham, Bexley, Footscray, Hurst, Halfway Street, Sidcup, Chiselhurst, Bridge-end, Upton, Blenden, Crayford, Northend, Slade Green, Stone near Dartford, and Dartford, or some of them, in the said county of Kent, and terminating by a junction with the said intended railway from the Greenwich Railway to Woolwich and Gravesend, in the parish of Dartford, in the said county, in the Chalk Hole Field, now or late in the occupation of John Miskin.

And also a branch railway, diverging from and out of the said intended main line in the said parish of Otford, at or near the turnpike-road leading from Farningham to Sevenoaks, in a field forming part of Mortar Farm, and now or late in the occupation of Michael Dray, passing from, in, through, or into the several parishes, townships, townlands, and extra-parochial or other places of Otford, Seal, Sevenoaks, and Riverhead, or some of them, in the said county of Kent, and terminating near Riverhead, in the said parish of Sevenoaks, on the north-east side of the turnpike-road from London to Sevenoaks, at or near a house now or late in the occupation of Thomas Ansell.

And also a branch railway, diverging from and out of the said intended main line, in the said parish of Ightham, in a certain field near Ightham Court, called the Middle Meadow, now or lately occupied by Louisa Gibbons, passing from, in, through, or into the several parishes, townships, and extra-parochial or other places of Ightham, Old Borough, Borough Green, Wrotham Town, Ivy Hatch, Yaldham, Crouch, Platt, Nepicar, Wrotham, Ad-dington, Offham, Trotterscliffe, Ryarsh, Birling, Leybourne, West Malling otherwise Town Malling, Larkfield, East Malling, Newhithe, Mill Hall, Ditton, Aylesford, Preston, Allington, Barming, Little Buckland, Great Buckland, and Maidstone, or some of them, in the said county of Kent, and terminating by a junction with the Maidstone branch of the South-Eastern Railway in the parish of Maidstone, in the said county of Kent, near a fruit plantation now or late in the occupation of John Barnett; together with a line diverging from the said last-mentioned intended branch railway, in the parish of Maidstone aforesaid, in a meadow near the turnpike-road from Maidstone to Tunbridge, and now or late in the occupation of John Mercer, Esquire, passing through the parish of Maidstone, and terminating near the river Medway, in the same parish of Maidstone, at a timber-wharf now or lately occupied by William and John Smythe; together with a line commencing from and out of the said South-Eastern Maidstone Branch Railway, near the Maidstone station thereof, in the said parish of Maidstone, near a meadow now or late in the occupation of Samuel Bodkin, and passing through the parish of Maidstone, and terminating in the said parish of Maidstone, near the river Medway, at the said timber-wharf.

And also a branch railway diverging from and

out of the said intended main line in the parish of Hadlow, in the said county of Kent, in or near a shaw forming part of Round's farm, and now or late in the occupation of Robert Saxby, at or near a road called High House Lane, passing from, in, through, or into the parishes, townships, and extra-parochial or other places of Hadlow, Tunbridge, Tudeley, Capel, Pembury, and Brenchley, in the said county of Kent, or some of them, and terminating in the parish of Brenchley aforesaid, by a junction with the South-Eastern Railway at or near the Paddock Wood station.

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

And it is also proposed by the said intended Act to confer on the said South-Eastern Railway Company powers for the compulsory purchase of lands and houses for the purposes aforesaid, and also powers for the levying of rates, tolls, and duties in respect of the use of the said proposed railway, diverging lines, branch railways, and works.

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

And it is further proposed in and by such intended Act to enable the said South-Eastern Railway Company to raise money for the purpose of executing the said intended railway, diverging lines, branch railways, and works.

And notice is hereby further given, That maps, plans, and sections describing the direction, lines, and levels of the said intended railway, diverging lines, branch railways, and other works hereinbefore mentioned, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes aforesaid, will be deposited on or before the thirtieth day of November in the present year with the clerk of the peace for the county of Kent at his office in Maidstone; 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, diverging lines, branch railways, and works respectively will pass or be made, will be deposited on or before the same thirtieth day of November with the parish clerks of such parishes respectively at their respective places of abode.

Dated this second day of November, 1846.

Fearon and Clabon,
Great George Street, Westminster.

Manchester, Sheffield, and Lincolnshire Railway.—
Supply of Surplus Water to Manchester, Salford,
and Stockport.

NOTICE is hereby given, That application is intended to be made to Parliament, in the next session, for an Act to enable the Manchester, Sheffield, and Lincolnshire Railway Company to appropriate to the purpose of affording an additional supply of water, for domestic and other purposes, to the inhabitants of the boroughs of Manchester, Salford, and Stockport, or some or one of them, the surplus water which from time to time may not be required for the purposes of the navigations of the Peak Forest Canal and Macclesfield Canal respectively, which canals, (by virtue of two several Acts passed in the last session of Parliament, the one of them entitled "An Act for vesting in the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the Peak Forest Canal and the Macclesfield Canal:" and the other of them, intituled "An Act to amalgamate the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the Sheffield and Lincolnshire Junction, the Sheffield and Lincolnshire Extension, and the Great Grimsby and Sheffield Railway Companies, and the Grimsby Dock Company," under the name of the Manchester, Sheffield, and Lincolnshire Railway Company,) will become vested in the said Manchester, Sheffield, and Lincolnshire Railway Company on and after the first day of January next.

And it is proposed by the said intended Act, to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to collect and impound a further supply of water, and to execute the following works, or some of them, that is to say, to make a reservoir, with proper feeders, aqueducts, and works connected therewith, in the several townships of Chinley Bugsworth, and Brownside, and Bowden-Edge, or some of them, in the parishes of Glossop and Chapel-en-le-Frith, or one of them, in the county of Derby, upon or contiguous to certain brooks or streams, called Ford Brook, Roach Brook, and Hockham Brook, some or one of them, and to impound the water therefrom, and to convey such water to other reservoirs, or to the said Peak Forest Canal; to make an aqueduct from the said last-mentioned reservoir, in or through the several parishes, townships, and extra-parochial or other places, of Chapel-en-le-Frith, Glossop, Bowden-Edge, Bradshaw-Edge, and Chinley Bugsworth, and Brownside, or some of them, in the said county of Derby, to join the Bugsworth Branch of the said Peak Forest Canal, in the said township of Bradshaw-Edge, at or nearly adjoining the point where the same branch canal crosses the river Goyt; to enlarge the existing reservoir, called the Combs Reservoir, belonging to the said Peak Forest Canal, and the feeders, aqueducts, and works connected therewith, and to make additional feeders, aqueducts, and works thereto and connected therewith; which last-mentioned enlargement and works will be situate and be in the said townships of Combs-Edge and Bradshaw-Edge, or one of them, in the said parish of Chapel-en-le-Frith; to enlarge and

improve the existing aqueduct or feeder, from the said last-mentioned reservoir, in and through the several parishes, townships, and extra-parochial or other places of Chapel-en-le-Frith, Hope, Taxal, Combs-Edge, Bradshaw-Edge, Fernilee, and Whaley otherwise Whaley-cum-Yeardsley, or some of them, in the counties of Derby and Chester, or one of them, to the Peak Forest Canal, in the said township of Whaley otherwise Whaley-cum-Yeardsley, in the said parish of Taxal; to make a reservoir, with proper feeders, aqueducts, and works connected therewith, in the several townships of Lyme-Handley, Kettlethulme, and Whaley otherwise Whaley-cum-Yeardsley, or some of them, in the parishes of Prestbury and Taxal, or one of them, in the said county of Chester, upon or contiguous to certain brooks or streams called Todd's Brook, Holehouse or Spon Brook, and Nether Cliffe Brook, or some of them, and to impound the water therefrom, and to convey such water to other reservoirs, or to the said Peak Forest Canal; to make an aqueduct from the said last mentioned reservoir to the existing reservoir called Todd's Brook Reservoir, of the said Peak Forest Canal, and which said last mentioned aqueduct will pass in, and through, and be situate within the said townships of Kettlethulme and Whaley, otherwise Whaley-cum-Yeardsley, or one of them, in the said parishes of Prestbury and Taxal, in the said county of Chester; to remove certain obstructions to the free course of the water in the said Peak Forest Canal in the several townships of Whaley, otherwise Whaley-cum-Yeardsley, Disley-Stanley otherwise Disley, and Marple, in the parishes of Taxal and Stockport respectively, in the county of Chester; to make an aqueduct from the said Peak Forest Canal at or near a widening or turning place therein, called Johnson's Turning Place, in the said township of Marple, in the said parish of Stockport, to the sites of certain proposed filtering beds and other reservoirs in the township of Marple aforesaid, and which said last mentioned aqueduct will pass in, and through, and be situate wholly within the said township of Marple, in the said parish of Stockport, in the said county of Chester; to make collecting reservoirs, settling reservoirs, filtering-beds, service-reservoirs, and other reservoirs, with proper feeders, aqueducts, and works connected therewith, in the townships of Marple, Norbury, and Torkington, or some or one of them, in the said parish of Stockport, in the county of Chester; upon or contiguous to certain brooks, or streams, or drains, called Harper's Brook, Half-Green Brook, Windlehurst Brook, Leech's Brook, Threapus Brook, and Spring Brook, or some or one of them, and to impound and apply for the purposes aforesaid the waters of such brooks, streams, or drains respectively; to enlarge the existing reservoir, called the Bosley Reservoir, belonging to the Macclesfield Canal, and the feeders, aqueducts, and works connected therewith, and to make additional feeders, aqueducts, and works thereto, or connected therewith,—which last-mentioned enlargements and works will be situate in the townships of Bosley and Winkle, or one of them, in the parish of Prestbury, in the said county of Chester; to make a reservoir,

with proper feeders, aqueducts, and works connected therewith, in the township of Sutton, in the said parish of Prestbury, in the said county of Chester, upon, or contiguous to the brook or stream called Rosendale Brook or Sutton Brook; and to impound the water therefrom, and to convey such water to other reservoirs, or to the said Macclesfield Canal; to make an aqueduct from the said last-mentioned reservoir to the existing reservoir, called the Sutton Reservoir, belonging to the said Macclesfield Canal, and which last-mentioned aqueduct will be situate wholly within the said township of Sutton, in the said parish of Prestbury, in the said county of Chester; to remove certain obstructions to the free course of the water in the said Macclesfield Canal in the several parishes and townships of Prestbury, Gawsworth, Stockport, Bosley, Sutton, Macclesfield, Hurdsfield, Tytherington, Bollington, Adlington, Pot-Shringley, Lyme-Handley, Poynton, and Marple, or some or one of them, in the said county of Chester; to make an aqueduct or aqueducts from the collecting reservoirs, settling reservoirs, filtering-beds and service, and other reservoirs herein before mentioned, in the several townships of Marple, Norbury, and Torkington, or some of them, commencing at the said reservoirs and filtering-beds, or some of them, 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, Cheadle, Stockport, Manchester, Marple, Norbury, Torkington, Bosden otherwise Handforth-cum-Bosden, Cheadle Moseley, Cheadle Buckley, Bramall, Heaton Norris, Levenshulme, Rusholme, Gorton, Newton, Kirkmanshulme, Moss Side, Ardwick, Chorlton-upon-Medlock, and Salford, or some of them, in the respective counties of Chester and Lancaster, and terminating in or near a street, called Blackfriars street, in the said township of Salford, and parish of Manchester, in the said county of Lancaster.

And it is also proposed by the said intended Act to authorize the said Manchester, Sheffield, and Lincolnshire Railway Company to collect and impound and apply to the purposes aforesaid the waters of the brooks and streams flowing into the said Peak Forest Canal, the said Macclesfield Canal, and the Canal Navigation from Manchester to or near Ashton-under-Lyne and Oldham, or some or one of them, and into the reservoirs and aqueducts belonging thereto, or connected therewith, known as Comb's Reservoir, Todd's Brook Reservoir, Bosley Reservoir, and Sutton Reservoir, and also to apply and take the waters of the said canals and reservoirs respectively.

And also to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to purchase, and take by compulsion or agreement, lands, houses, brooks, streams, and waters, for the purposes aforesaid, and to vary or extinguish all existing rights and privileges connected with such lands, houses, brooks, streams, and waters, or which would in any way impede or interfere with the execution of the purposes aforesaid, or any of them, and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company, either to sell and dispose of such water to the mayor, aldermen,

and burgesses of the borough of Manchester, to the mayor, aldermen, and burgesses of the borough of Salford, to the mayor, aldermen, and burgesses of the borough of Stockport, to the company of proprietors of the Manchester and Salford Water Works, to the person or persons for the time being entitled to supply water in the town of Stockport and other places, by virtue of an Act passed in the sixth year of the reign of King George the Fourth, entitled "An Act for better supplying with water the town and township of Stockport, and the township of Brinnington, and several other townships adjoining thereto, in the counties Palatine of Chester and Lancaster," and to any company which may be incorporated during the next or any subsequent session of Parliament, for the purpose of supplying the said boroughs or any of them, with water, or to all or any of such respective parties, who may be willing to purchase the same, for the purpose of distributing such water to the inhabitants of the said boroughs, or any of them; or for the public purposes of such respective boroughs; and to authorize such parties respectively, or any of them, to purchase the same; and also to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to lay down mains, pipes, and other necessary works and apparatus, through private lands, and through or along the public and private streets, roads, lanes, squares, passages, and places, within the said boroughs respectively, and to supply the said water for public and domestic purposes, within the same, and to levy tolls, rates, or duties, for such supply of water, and to grant exemptions from the payment of such tolls, rates, or duties, and to confer other rights and privileges.

And it is further proposed by the said intended Act, to enable the said Manchester, Sheffield, and Lincolnshire Railway Company, to assign and transfer all or any of the powers and privileges, to be granted by the said Act, to the said mayor, aldermen, and burgesses of the borough of Manchester, to the said mayor, aldermen, and burgesses of the borough of Salford, to the said mayor, aldermen, and burgesses of the borough of Stockport, to the said company of proprietors of the Manchester and Salford Water Works, to the said person or persons for the time being entitled to supply water in and about Stockport aforesaid, by virtue of the said Act of the sixth year of the reign of King George the Fourth, and to any company so to be incorporated as aforesaid; or to all or any of such parties respectively, and to enable such parties respectively, or any of them, to take, execute, and enjoy all or any of such powers and privileges, and to execute all or any of the works aforesaid.

And it is further proposed for the purposes aforesaid, to take powers by the said intended Act, to alter or divert all such turnpike and other roads, railways, tramways, rivers, streams, brooks, and canals, either temporarily or permanently, as it may be necessary to alter or divert for the purposes aforesaid.

And it is also intended by the said Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the said hereinbefore

recited Acts of the last session of Parliament relating to the Peak Forest Canal, the Macclesfield Canal, and the Manchester, Sheffield, and Lincolnshire Railway Company; and also of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament, held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty, and the last session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session held in the eighth and ninth years of the reign of Her said present Majesty; of the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal passed in the seventh year of the reign of King George the Fourth; of the several Acts relating to the borough of Manchester passed respectively in the sessions of parliament held in the thirty-second year of the reign of King George the Third, in the fifth, the ninth, and the eleventh years of the reign of King George the Fourth, in the first, the second, and the sixth years of the reign of King William the Fourth; in the sixth, the eighth, and the eighth and ninth years of the reign of Her said present Majesty, and in the last session of Parliament; of the several Acts relating to the borough of Salford passed respectively in the sessions of Parliament held in the eleventh year of the reign of King George the Fourth, and the seventh year of the reign of Her said present Majesty; of the several Acts relating to the borough of Stockport passed respectively in the first year of the reign of Her said present Majesty, and in the last session of Parliament; of the respective Charters of Incorporation of the respective boroughs of Manchester, Salford, and Stockport; of the several Acts relating to the company of proprietors of the Manchester and Salford Water Works, passed respectively in the sessions of Parliament, held in the forty-ninth, the fifty-third, and the fifty-sixth years of the reign of King George the Third, the first and second, and the fourth years of the reign of King George the Fourth, and the fourth and fifth years of the reign of Her said present Majesty; and of the said Act relating to the said supply of water in and about Stockport aforesaid, passed in the said sixth year of the reign of King George the Fourth.

And it is also proposed by the said intended Act, to enable the said Manchester, Sheffield, and

No. 20661.

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Lincolnshire Railway Company to raise a further sum of money.

And notice is hereby given, That on or before the thirtieth day of November, in the present year, plans and sections of the proposed reservoirs, aqueducts, and other works, together with a book of reference thereto, will be deposited 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 Chester, at his office at Chester,—and with the clerk of the peace for the county of Lancaster, at his office at Preston: and that on or before the said thirtieth day of November, a copy of so much of the said plans and sections and book of reference as relates to the several parishes from, in, through, or into which the said reservoirs, aqueducts, and other works, or any of them, are to be made, will be deposited with the respective parish clerks of such parishes, at their respective places of abode.

Dated the second day of November, 1846.

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

Leeds and Thirsk Railway.

Leeds, Durham, and Newcastle Extension, and Branch to Bishop Auckland Branch of York and Newcastle 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 proper works and conveniences connected therewith, and approaches thereto, to commence by a junction with the Clarence Railway at or near to the point where the Byers Green Branch of the said Clarence Railway leaves the said Clarence Railway in the township of Ferry Hill, in the parish of Merrington, in the county of Durham, thence to pass from, in, through, or into the several parishes, townships, townlands, and extra-parochial, or other places of Ferry Hill, Hett, Merrington, Kirk Merrington, Bishop Middleham, Thrislington, Cornforth, Quarrington, Kelloe, Cassop, Tursdale, Croxdale, High Croxdale, Low Croxdale, Butterby, Sunderland Bridge, Shincliffe, Saint Oswald, Elvet, Elvet Barony, Elvet Borough, Elvet Borough and Barony, Crosgate, Saint Margaret, Saint Andrew Auckland, Framwellgate, Plawsworth, Chester-le-street, Pelton, Urpeth, Harraton, Ouston, Birtley, Hedley, Kibblesworth, Lamesley, Ravensworth, Gateshead Fell, and Gateshead, or some of them, all in the said county of Durham, and to terminate by a junction with the Newcastle and Berwick Railway, at or near to the south end of the high level bridge of the said Newcastle and Berwick Railway, now in course of erection over the river Tyne, in the township and parish of Gateshead aforesaid.

And it is also proposed by the said intended Act to take powers to make a branch railway from and out of the said first-mentioned intended railway, to form a junction or junctions between the said intended railway and the Bishop Auckland Branch of the York and Newcastle Railway, in

the said townships of Elvet, Elvet Barony, Elvet Borough, and Elvet Borough and Barony, or one of them, in the parish of Saint Oswald aforesaid.

And it is also proposed to take powers by the said intended Act to divert, alter, or stop up within the several parishes, townships, townlands, and extra-parochial and other places aforesaid, all railways, highways, turnpike-roads, canals, and navigable and other rivers, which it may be necessary or 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 intended Act to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845—the Leeds and Hartlepool Railway Act, 1846—the Leeds and Thirsk (Saint Helen's Branch Deviation) Railway Act, 1846—and the Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846,—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 railways and works, and to alter or vary the tolls, rates, and duties granted by the said recited acts, or one of them, 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 and privileges connected with the lands and houses so proposed to be purchased, or which would in any manner impede, or interfere with the construction, maintenance, or use of the said intended railways and works, and to confer other rights and privileges.

And it is also proposed by the said intended Act 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, 1846, maps, plans, and sections describing the direction, lines, 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 city of Durham, at his office in Durham aforesaid, and with the clerk of the peace for the said county of Durham, at his office in the said city of Durham, and that on or before the said thirtieth day of November, 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.

Dated the second day of November, 1846.

Payne, Eddison, and Ford.
Solicitors, Leeds.

Tyne Docks.

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

And it is also proposed to take power by the said intended Act to incorporate a company, or to enable the York and Newcastle Railway Company, heretofore called the Newcastle and Darlington Junction Railway Company, to carry into effect the works aforesaid, or some of them, and to raise a sum of money for or in aid of those purposes.

And notice is hereby also given, That duplicate maps or plans, describing the lines or situations of the said intended docks and works, and the lands to be taken for the purposes thereof, together with books of reference thereto, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be deposited for public inspection on or before the thirtieth day of November instant, with the clerk of the peace for the borough and county of Newcastle-upon-Tyne, at his office in Newcastle-upon-Tyne, and with the clerk of the peace for the county of Durham, at his office in the city of Durham, and a copy of so much of the said plans and books of reference as relates to each of the parishes in or through which the said docks and works will be made or pass, will be deposited on or before the said thirtieth day of November instant, with the respective parish clerks of the said parishes respectively, at their respective residences.

Dated this ninth day of November, 1846.

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

Leeds and Thirsk Railway.
 Harrogate and Pateley Branch, from Starbeck to Pateley Bridge, abandonment of part of Harrogate Branch, and Wharfedale Railway, and East and West Yorkshire Junction Railway Purchase or Lease.

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 proper works and conveniences connected therewith and approaches thereto, to commence at or near a field Number 92 on the plans of the Harrogate Branch of the Leeds and Thirsk Railway, referred to in the Leeds and Thirsk Railway Act, 1845, in the township of Bilton-with-Harrogate, in the parish of Knaresbrough, all 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 Knaresbrough, Scriven-with-Tentergate, Bilton-with-Harrogate, Nidd, Killinghall, Nidd-with-Killinghall, Ripley, Felliscliffe, Hampsthwaite, Clint, Wreaks, Birstwith, Kirkby - Malzeard, Hartwith, Hartwith-with - Winsley, Darley, Menwith - with - Darley, Bewerley, Dacre, Dacre - cum - Bewerley, Ripon, Dacre-Banks, Warsill, Wilsill, Bishopside, High Bishopside, Low Bishopside, High and Low Bishopside, Pateley, and Pateley Bridge, or some of them, all in the said West Riding of the county of York, and to terminate at or near to the bridge across the River Nidd, at Pateley aforesaid, called Pateley Bridge; and it is proposed by the said intended Act to take powers to abandon so much of the present branch line of railway from Starbeck to Harrogate (being the line fifthly described in the said Leeds and Thirsk Railway Act, 1845,) as will be rendered unnecessary by reason of the construction of the said intended branch by Harrogate to Pateley, and to make the last mentioned line of railway to Pateley in lieu thereof.

And it is also proposed to take powers by the said intended Act 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 intended Act to alter, amend, extend, and enlarge the powers and provisions of the Leeds and Thirsk Railway Act, 1845, the Leeds and Hartlepool Railway Act, 1846, the Leeds and Thirsk (St. Helen's Branch Deviation) Railway Act, 1846, and the Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846, 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 vary and extinguish all existing rights and privileges connected with such lands and houses, or which impede or interfere with the execution of the purposes aforesaid, and to levy tolls, rates, and duties, in respect of the use of the said intended railway and

works, and to grant such exemption from such tolls, rates, and duties, as to such company may seem meet.

And it is also proposed by the said intended Act 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, 1846, maps, 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 railway, 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; and that on or before the said thirtieth day of November, 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 to enable the Leeds and Thirsk Railway Company to purchase or rent with their respective branches and works, or any part thereof, and the Wharfedale Railway Company, and the East and West Yorkshire Junction Railway Company respectively to sell or demise, in perpetuity or for a term of years, the Wharfedale Railway and the East and West Yorkshire Junction Railway respectively, and all the lands, property, estate, and effects of the said two companies, or either of them, and all the powers, authorities, and privileges vested in and enjoyed by the said two companies respectively, and to enable the said Leeds and Thirsk Railway Company to have, use, exercise, and enjoy the same, as well with reference to the construction and maintenance of the said railways and works respectively, as also with respect to the levying of tolls, rates, and duties thereon, and to enable the said respective companies to enter into and carry into effect, and to confirm all such arrangements or agreements in reference thereto as may be, or may have been mutually agreed on between the said companies, or either of them, or otherwise to authorize and empower the union and consolidation into one undertaking of the said Wharfedale Railway and East and West Yorkshire Junction Railway, or either of them, with the Leeds and Thirsk Railway, and for vesting in one company the railways, branches, and works, and the capital, stock, shares, property, estate, and effects of the said companies respectively, or any two of them, 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 Wharfedale Railway Act, 1846, and the East and West Yorkshire Junction Railway Act, 1846.

Dated the second day of November, 1846.

Payne, Eddison, and Ford,
 Solicitors, Leeds.

City of York.

Freemen's Strays or Common Pastures' Regulation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing Session, for an Act to provide for the better regulation of the Strays or Common Pastures belonging to or usually stocked and enjoyed by the resident freemen and freemen's widows of the four ancient wards of the city of York, called Micklegate Ward, Bootham Ward, Monk Ward, and Walmgate Ward, which said strays or common pastures belonging to Micklegate Ward, are situate in the several parishes of Saint Mary Bishophill the Elder, Saint Mary Bishophill the Younger, and Holy Trinity Micklegate, in the city of York and county of the same city, and townships of Dringhouses and Middlethorpe, in the West Riding of the county of York, and which said strays or common pastures belonging to Bootham Ward are situate in the townships of Clifton and Huntington, in the North Riding of the county of York, and which said strays or common pastures belonging to Monk Ward are situate in the townships of Heworth and Huntington, and parish of Saint Olave Marygate, in the North Riding of the county of York, and parishes of Saint Saviour and Saint Cuthbert, in the city of York and county of the same city, and which said strays or common pastures belonging to Walmgate Ward are situate in the township of Gate Fulford and parishes of Saint Paul Heslington, and Saint Lawrence, in the East Riding of the county of York, or some or one of them.

And in such Act will be inserted powers and provisions authorising the making of lists or rolls for each of the said ancient wards of the freemen and freemen's widows, for the time being, entitled to stock the said strays or common pastures; and also powers and provisions authorising the resident freemen of each and every of the said four ancient wards to elect, annually or otherwise, separate wardens and pasture masters for each and every such ward, and also two auditors of the pasture accounts of each ward; and also powers and provisions enabling the wardens and pasture masters of each ward to appoint a treasurer or clerk and other officers, and to sue and be sued in the name of their treasurer or clerk, for the time being.

And notice is hereby also given, that in the said Act provisions will be inserted for restricting the rights of the freemen and freemen's widows, having or claiming to be interested in the strays or pastures of more than one ward, to the strays or pastures belonging to Micklegate Ward; and for enabling all persons, whether freemen or non-freemen, to stock the said pastures, the freemen and freemen's widows for the time being entitled to stock the same, having fourteen days' preference in taking the gates.

And notice is hereby also given, that in the said Act powers and provisions will be inserted authorising the division of the surplus income, arising from the strays or common pastures, belonging to each of the said ancient wards, after deducting all expenses by the said Act to be authorised to be deducted thereout, amongst the freemen and free-

men's widows of each ward, who shall stock or be entitled to stock the said strays or common pastures, and claim to participate in such division of the surplus income, within a time to be limited by the said Act for that purpose.

And notice is hereby also given, that in the said Act powers and provisions will be inserted, authorising the wardens and pasture masters so to be elected for each and every of the said ancient wards, from time to time, to make such rules and regulations as they shall think fit, for the fencing, draining, and improving the said strays or common pastures belonging to the ward for which they shall be elected, and for the time being under their care, and to fix the time or times when the same respectively shall be broken or depastured; and when the same shall be shut up and closed, and at any time to postpone the opening or shutting thereof, and to order and direct in what manner the same shall be used and stocked, and to limit and settle the number of horses, cows, cattle, or other beasts to be turned into the said strays or common pastures, or any of them, or any part thereof, and from time to time to alter and change the custom and manner of feeding or depasturing such strays or common pastures, but not to authorise any oxen, steers, sheep, mules, asses, pigs, or entire male cattle, to be depastured therein, and from time to time to fix and determine into which or which part of such strays or common pastures such cattle may be turned, and to ascertain and fix the amount of head money which every person, whether freeman or non-freeman, or freeman's widow, stocking the said strays or common pastures, shall pay to the treasurer of the wardens and pasture masters thereof, before he or she shall be permitted to turn any stock thereon, and the time and manner in which the same shall be payable, and also all such other rules, regulations, and bye-laws, as shall from time to time be deemed necessary for the good government and management of the said strays or common pastures, and for the good government of the members, officers, and servants of the said wardens and pasture masters, and to impose fines for the breach of such rules, regulations, and bye-laws. And notice is also hereby given, that in such Act powers will be inserted enabling the wardens and pasture masters so to be elected for each of the said ancient wards to appoint herdsmen and other sufficient and proper persons and servants to superintend the fencing, draining, and improving the strays or common pastures under their care, and the stocking thereof, and to enforce the bye-laws, rules, orders and regulations which shall from time to time be made by the said wardens and pasture masters for the purposes aforesaid, and to allow to the herdsmen and other officers and servants appointed by them, such salaries, wages, and other emoluments as such wardens and pasture masters shall from time to time think fit. And notice is also hereby given, that in such Act powers will be inserted to enable the wardens and pasture masters of each of the said ancient wards, to purchase up, vary, or extinguish all existing rights or privileges in any manner connected with the strays or common pastures under their care, which can in any way interfere

with the objects and purposes of the said intended Act, and to levy head money, rates, tolls, or duties, and to alter existing head money, rates, tolls, and duties, and to confer, vary, or extinguish exemptions from payment of such head money, rates, tolls, or duties, and other rights or privileges, and to apply such head money, rates, tolls, and duties, or any part thereof, for the improvement of the said strays or common pastures, or any of them, and also to raise money by way of mortgage on the credit of such head monies, rates, tolls, or duties, or any of them, for all or any of the purposes to be authorized by the said Act; and in the mean time, and until such monies can be raised, to authorize the several persons who have been so elected wardens and pasture masters for each of the said ancient wards as aforesaid, to advance and pay any monies in their hands on account of the said strays or common pastures, for or towards defraying the expenses of and incident to the said application to Parliament, and to obtaining the said intended Act, and carrying the powers thereof into execution.

And notice is hereby also given, that in the said Act powers will be inserted enabling the mayor, aldermen, and citizens of the city of York (in whom the freehold and inheritance of the said strays or pastures are vested) upon the request of the wardens and pasture masters of any of the said four ancient wards, and with the consent of the Lords of Her Majesty's Treasury, but subject to a protest on the part of the resident freemen and freemen's widows of the same ward, within a time to be limited for the purpose, prohibiting any exchange or sale, to exchange any part of the said strays or pastures for any other lands which may be deemed more convenient and beneficial to the freemen and freemen's widows entitled to stock the same strays or pastures, and to receive or pay any sum of money out of the pasture funds by way of equality of exchange, and also to sell by public auction, such portions of the said existing or future strays or pastures, as may from time to time be deemed advisable, and for the benefit of the freemen and freemen's widows, and for the improvement of the said strays or pastures; and upon the like request and with the like consent, and subject to the like protest on the part of the freemen and freemen's widows, to grant building leases for any term not exceeding seventy-five years, of any part of the said existing or future strays or pastures which may become eligible for building purposes, and with the consent of the majority of the freemen and freemen's widows interested therein, to invest the money received upon any exchange or produced by the sale of any part of the said strays or pastures in the purchase of other lands near the remaining portions of the same strays or pastures or near the city of York.

And notice is hereby also given, that in the said Act there will be inserted all such other powers, authorities, and provisions as may be deemed necessary or expedient for carrying into complete effect all and every the several objects and purposes aforesaid.

Dated this tenth day of November, in the year of our Lord one thousand eight hundred and forty-six.

Robert Davis,
Francis Wm. Calvert,
Solicitors, York.

Caledonian Railway (Glasgow, Garnkirk and Coatbridge Railway:—Branch to Glasgow and Station) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to make and maintain a branch railway, and works and conveniences connected therewith, from the Glasgow, Garnkirk and Coatbridge Railway at a point at or near to the bridge across the said railway called the Milton Bridge in the barony parish of Glasgow, to the road leading from Glasgow to Port Dundas, at a point near to the junction of the said road with the road leading from Glasgow to Garscube, where the said branch railway is proposed to terminate; and it is intended, by the said Bill or Bills, to enable the Caledonian Railway Company to take and acquire additional lands, houses, and other property adjoining and near the said terminus, for the purpose of forming, enlarging, and maintaining a station or stations, depôts, sheds, warehouses, and other works and conveniences: And it is also intended, by the said Bill or Bills, to take power to the Caledonian Railway Company to vary or relinquish the works authorised by the Glasgow, Garnkirk, and Coatbridge Railway Extension Act, 1846, and that part of the works authorised by an Act passed in the eighth year of the reign of Her present Majesty, entitled An Act to extend the line of the Garnkirk and Glasgow Railway, to enable the Company to raise a further sum of money, and to alter and amend the Acts relating to the said railway, which carries, or was intended to carry, the railway thereby authorised over the canal, canal banks, and tracking path belonging to the company of proprietors of the Forth and Clyde Navigation: which branch railway, station or stations, and works, and conveniences connected therewith, and works intended to be varied or relinquished as aforesaid, are or will be situate in, or will pass from, through, or into the parishes and royal burgh following, or one or more of them; that is to say, the barony parish of Glasgow, and the Inner High Church parish of Glasgow, and the royal burgh of Glasgow, all in the county of Lanark.

And notice is also given, that plans and sections describing the lines and levels of the foresaid 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 current, be deposited, for public inspection, in the offices in Glasgow,

Hamilton, Airdrie, and Lanark, of the principal sheriff clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes and royal burgh before specified, will also, on or before the thirtieth day of November current, be deposited, for public inspection, as follows:—That is to say, so far as relates to each of the said parishes with the schoolmaster, and if there be no schoolmaster, with the session clerk of each such parish, at the place of abode of such schoolmaster or session clerk; and in so far as relates to the royal burgh of Glasgow, with the town clerks of the said burgh, at their office in Glasgow.

And notice is farther given, that it is intended by the said Bill or Bills to take power to deviate in the construction of the several works before set forth 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 also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And notice is also given, that it is intended by the said Bill or Bills to take power to the Caledonian Railway Company for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also to take power to the Caledonian Railway Company to levy tolls, rates, and duties, on and for the use of the said intended railway and other works before set forth; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is also intended to take power to the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation of additional stock, or otherwise; and for the purposes aforesaid, or some of them, it is intended by the said Bill or Bills to take power to alter, amend, enlarge, or repeal the powers and provisions of the several Acts relating to the said Glasgow, Garnkirk, and Coatbridge Railway (which was originally styled the Garnkirk and Glasgow Railway), passed in the seventh, eighth, and eleventh years of the reign of His Majesty King George the Fourth, and second, eighth, ninth, and tenth years of the reign of Her present Majesty respectively.

Hope, Oliphant, and Mackay, W.S.,

Edinburgh.

Francis Maxwell,

Glasgow.

Grahame, Weems, and Grahame,

30, Great George Street, Westminster.
Edinburgh, 6th November, 1846.

Caledonian Railway (Branch across Clyde, and Glasgow Station) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill or Bills, to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and the Caledonian Railway (Glasgow Termini and Branches) Act, 1846, and to enable the Caledonian Railway Company to make and maintain an extension of the Glasgow Branch of the Caledonian Railway from a point on the south side of the street, called Clyde Terrace in the Barony of Gorbals, across the river Clyde, to a point near or adjoining to Dunlop Street and Argyle Street in the city of Glasgow, where the said railway is proposed to terminate, with all proper works and conveniences connected therewith; And it is also intended by the said Bill or Bills to enable the Caledonian Railway Company to take and acquire lands, houses, and other property adjoining and near to the said intended railway, for the purpose of forming and maintaining a station or stations, depôts, sheds, warehouses, and other works and conveniences: which intended railway, station or stations, and works and conveniences connected therewith, will be situate in, or will pass from, through, or into the parishes and royal burgh following, or one or more of them: that is to say, the parishes of Govan, Gorbals, and St. Enoch's of Glasgow, and the royal burgh of Glasgow, all in the county of Lanark.

And notice is also given, that plans and sections describing the lines and levels of the foresaid 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 30th day of November current, be deposited for public inspection in the offices in Glasgow, Hamilton, Airdrie, and Lanark, of the principal Sheriff Clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes and royal burgh before specified, will also, on or before the 30th day of November current, be deposited for public inspection, as follows: that is to say, so far as relates to each of the said parishes with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk; and in so far as relates to the royal burgh of Glasgow, with the town clerks of the said burgh, at their office in Glasgow.

And notice is farther given, that it is intended, by the said Bill or Bills, to take power to deviate in the construction of the several works before set forth 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 also to alter and divert such highways, turnpike and other roads, railways, bridges, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making,

maintaining, and using the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And notice is also given, that it is intended, by the said Bill or Bills, to take power to the Caledonian Railway Company for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also to take power to the Caledonian Railway Company to levy tolls, rates, and duties, on and for the use of the said railway and other works before set forth; and it is intended, by the said Bill or Bills, to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is also intended to take power to the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation of additional stock or otherwise; and, so far as necessary or expedient for the purposes aforesaid, or some of them, it is also intended to take power, in the said Bill or Bills, to alter and amend the several Acts relating to and concerning the navigation of the River Clyde and the Harbour of Glasgow, passed in the thirty-second year of the reign of His Majesty King George the Second, the tenth and forty-ninth years of the reign of His Majesty King George the Third, the sixth year of the reign of His Majesty King George the Fourth, and the fourth and ninth years of the reign of Her present Majesty, respectively, and the Act relating to and concerning the bridges over the River Clyde, at Glasgow, passed in the ninth year of the reign of Her present Majesty.

Hope, Oliphant, and Mackay, W.S.,
Edinburgh.

Francis Maxwell,
Glasgow.

Grahams, Weems, and Grahame,
30, Great George Street, Westminster.
Edinburgh, 6th November, 1846.

Caledonian Railway (Branches from the Clydesdale Junction Railway to the Douglas and Lesmahagow Mineral-fields, and to Strathavon,) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill or Bills, to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to make and maintain the following railways, or one or more of them, and proper works and conveniences connected therewith; that is to say, a railway from the Clydesdale Junction Railway, at a point at or near to Craighknowe, in the parish of Blantyre, to a point in the parish of Douglas, near to Westown, in the parish of Lesmahagow, at which point the said railway is proposed to terminate; a branch railway from the said intended railway, at a point at or

near to Canderside, in the parish of Dalsersf, to a point at or near to the town of Strathavon, in the parish of Strathavon or Avondale, where the said branch railway is proposed to terminate: a branch railway from the intended railway first above described, at a point at or near Forkins, in the parish of Lesmahagow, to a point on the lands of Bankend in the said parish, where the said branch railway is proposed to terminate: and a branch railway from the intended railway first above described, at a point at or near Forkins aforesaid, to a point at or near Fauldhouse, in the said parish of Lesmahagow, where the said branch railway is proposed to terminate:—which intended railway and branch railways, and works connected therewith, will be situate in, or will pass from, through, or into the parishes following, or one or more of them; that is to say, the parishes of Blantyre, Hamilton, Stonehouse, Dalsersf, Lesmahagow, Douglas, Glassford, and Strathavon or Avondale, all in the county of Lanark.

And notice is also given, that plans and sections describing the lines and levels of the foresaid 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 current, be deposited for public inspection in the offices in Lanark, Hamilton, Airdrie, and Glasgow, of the principal sheriff-clerk of the county of Lanark; and that a copy of so much of the said plans, sections, and books of reference as relates to each of the parishes before specified, will also, on or before the thirtieth day of November current, be deposited, for public inspection, with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk.

And notice is farther given, that it is intended, by the said Bill or Bills, to take power to deviate in the construction of the several works before set forth, 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 also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And notice is also given, that it is intended, by the said Bill or Bills, to take powers to the said Caledonian Railway Company, for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also to take powers to the said Caledonian Railway Company to levy tolls, rates,

and duties, on and for the use of the said railways and other works before set forth; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is also intended to take power to the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation of additional stock, or otherwise.

Hope, Oliphant, and Mackay, W. S.,
Edinburgh.

John Marr, Writer, Lanark.

William Henderson, Town Clerk, Hamilton.

Grahame, Weems, and Grahame,

30, Great George Street, Westminster.
Edinburgh, 6th November, 1846.

Caledonian Railway (Purchase or Lease of Wishaw and Coltness Railway) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament, in next session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845; and to authorize and empower the Caledonian Railway Company to purchase or take on lease the Wishaw and Coltness Railway, and the branch railways, works, and property connected therewith, or which may be acquired by the Wishaw and Coltness Railway Company; and to enable the Wishaw and Coltness Railway Company to sell or lease the said railway, branch railways, works, and property to the Caledonian Railway Company; and to authorize the said last mentioned Company to create a separate guaranteed stock, on which a fixed dividend shall be payable to the shareholders of the Wishaw and Coltness Railway Company; and, in the event of such sale or lease, to vest in the Caledonian Railway Company, the Wishaw and Coltness Railway, and the branch railways, works, and property connected therewith, or which may be acquired by the Wishaw and Coltness Railway Company, together with all the powers, rights, privileges, and authorities which belong to, or are vested in the said Company; and to enable the Caledonian Railway Company to fix, levy, and receive the tolls, rates, and duties on and for the use of the said Wishaw and Coltness Railway, and branch railways, and works connected therewith, or which may be acquired as aforesaid: and it is intended by the said Bill or Bills to confer, vary, or extinguish exemptions from the payment of such tolls, rates, and duties: and to vary or extinguish all existing 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 the said Bill or Bills to enable the Caledonian Railway Company and the Wishaw and Coltness Railway Company to make agreements with each other, fixing the terms upon which such sale and purchase shall take place, or such lease be entered into, or upon which the said companies shall conduct or be interested in the traffic on their respective undertakings: and for the above and other purposes, it is intended by the said Bill or Bills to alter, amend,

and, so far as necessary, repeal the several Acts relating to the Wishaw and Coltness Railway, passed respectively in the tenth year of the reign of His Majesty George the Fourth, the fourth year of the reign of His Majesty William the Fourth, and the first, third, fourth, eighth, and tenth years of the reign of Her present Majesty.

Hope, Oliphant and Mackay, W. S.,
Edinburgh.

Moncrieff, Paterson, and Forbes,
Glasgow,

Grahame, Weems, and Grahame,

30, Great George-street, Westminster.
Edinburgh, 6th November, 1846.

Saint Mary's in Bathwick (in the City and Borough of Bath) Church Acts Amendment.

NOTICE is hereby given, that application is intended to be made in the next session of Parliament, for an Act to alter, extend, amend, or repeal an Act, passed in the fifty-fifth year of the reign of his late Majesty, King George the Third, intituled "An Act for building a new Church and also a Workhouse, in the parish of Bathwick, in the county of Somerset," and another Act, passed in the fifty-seventh year of the reign of his said Majesty, King George the Third, intituled "An Act to amend an Act of the fifty-fifth year of his present Majesty, for building a new Church and Workhouse in the parish of Bathwick, in the county of Somerset;" and that powers will be applied for in the said Act, for electing or appointing trustees, for the purpose of carrying the same and the said recited or mentioned Acts, or any or either of them into execution; and for altering and varying the present mode of appointment of trustees, and conferring further and other powers on the trustees so appointed; also for enabling the trustees to be so appointed, to sue and be sued in the name of one or more of them, or in the name of some or one of their public officers. And power will also be applied for in the said Act, for the purchase, compulsorily or otherwise, of certain pews, or seats, or sittings in the said church of Saint Mary's in Bathwick, and other rights and interests therein; and to extinguish all rights and interests therein. And also for selling and letting or otherwise appropriating such pews, or seats, or sittings, and any other pews or seats or sittings in the said church for free sittings or otherwise. And it is also intended to apply for powers to impose and levy rates, duties, fees, and pew-rents, and for the application or appropriation thereof; and to alter the existing rates, duties, fees, and pew-rents; and to confer, vary, or extinguish exemptions from rates, duties, fees, and pew-rents, and other rights and privileges; and to raise money on the security of such rates, duties, and pew-rents, or any or either of them, for the purpose of paying off the mortgagees or creditors under the said recited or mentioned Acts, or either of them.

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

James Frederic Goodridge,
Solicitor for the Bill.

Caledonian Railway (Edinburgh Station, and Branches to Granton, to the Edinburgh and Glasgow Railway, to Wilsontown, to Fauldhouse, and to Biggar and Broughton) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill or Bills to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to take and acquire additional lands, houses, and other property near to or adjoining the terminus of the Caledonian Railway, at or near the Lothian Road, in Edinburgh, for the purpose of forming, enlarging, and maintaining a station or stations, depôts, sheds, warehouses, and other works and conveniences in connexion with the said railway: and it is also intended by the said Bill or Bills to empower the Caledonian Railway Company to make and maintain the following branch railways, or one or more of them, and proper works and conveniences connected therewith—that is to say, a branch railway from the Caledonian Railway, at or near the point where the said railway crosses the stream called the Moat Burn, which runs between the farms of Gorgie Mains and Gorgie Farm, in the parish of Saint Cuthbert, to or near to the pier belonging to his Grace the Duke of Buccleuch, at Granton, in the parish of Cramond, where the said branch railway is proposed to terminate:—A branch railway from the said intended branch railway at a point near Tyne Castle Toll-Bar, in the parish of Saint Cuthbert, to and to communicate with the Edinburgh and Glasgow Railway, at or near to the Haymarket station, in Edinburgh, of the last-named railway, where the said intended branch railway is proposed to terminate:—A branch railway from the Caledonian Railway, at a point near to Dalry House, in the parish of Saint Cuthbert, to and to communicate with the branch railway first above described at or near to the point where the said branch railway is proposed to cross over the Edinburgh and Glasgow Railway, in the parish of Saint Cuthbert, at which point the branch railway last described is proposed to terminate:—A branch railway from a point on the Edinburgh and Glasgow Railway, near the engine house at the Haymarket station of the said railway, to communicate with the branch railway first above described, at or near to the point where the said branch railway is proposed to cross over the turnpike road leading from Edinburgh to Glasgow, where the said intended branch railway is proposed to terminate:—A branch railway commencing at a point on the Edinburgh and Glasgow Railway, about four hundred yards, or thereby, to the westward of the Signal House, near the Engine House aforesaid, and terminating at or near the same point as the last-mentioned branch:—A branch railway from the Caledonian Railway at a point on the lands of Auchengray, in the parish of Carnwath, to a point at or near the Wilsontown Iron and Coal Works, in the same parish, where the said branch railway is proposed to terminate;—with a connecting branch from the Caledonian Railway at another point on the lands of Auchengray, to and to communicate

with the branch railway last described at another point on the said lands of Auchengray, where the said branch railway is proposed to terminate:—A branch railway from the Caledonian Railway, at a point at or near to Ravenstruther, in the parish of Carstairs, to a point at or near to Fauldhouse, in the parish of Lesmahagow, where the said branch railway is proposed to terminate;—with a connecting branch railway from the Caledonian Railway at a point at or near to Silvermuir, in the parish of Carstairs, to and to communicate with the branch railway last described, at a point at or near to Westbank, in the said parish, where the said branch railway is proposed to terminate:—A branch railway from the intended branch railway above described, leading from Ravenstruther to Fauldhouse, near where the same crosses the Douglas Water, near Sandilands, in the parish of Carmichael, to a point on the lands of Rigside, in the parish of Douglas, near Puffiegh Burn Engine Pit, in the parish of Carmichael, at which point the said intended branch railway is proposed to terminate:—And a branch railway from the Caledonian Railway, at a point at or near Balgreen, in the parish of Symington, to a point at or near to Broughton Bridge, in the united parishes of Broughton, Glenholm, and Kilbucho, where the said branch railway is proposed to terminate: Which several intended railways, station or stations, and works and conveniences connected therewith, will be situate in, or will pass from, through, or into the parishes and royal burgh following, or one or more of them—That is to say, the parishes of St. Cuthbert and Cramond, in the county of Edinburgh; the parishes of Carnwath, Carstairs, Lanark, Carmichael, Lesmahagow, Douglas, Symington, Culter, and Biggar, in the county of Lanark; the parish of Skirling, and the united parishes of Broughton, Glenholm, and Kilbucho, in the county of Peebles; and the royal burgh of Lanark, in the county of Lanark.

And notice is also given, that plans and sections describing the lines and levels of the foresaid 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 30th day of November current, be deposited for public inspection in the office in Edinburgh of the principal sheriff-clerk of the county of Edinburgh; in the offices in Lanark, Glasgow, Hamilton, and Airdrie, of the principal sheriff-clerk of the county of Lanark; 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, as relates to each of the parishes and royal burgh before specified, will also, on or before the 30th day of November current, be deposited, for public inspection, as follows:—That is to say, so far as relates to each of the said parishes with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, at the place of abode of such schoolmaster or session-clerk; and in so far as relates to the

royal burgh of Lanark, with the town-clerk of the said burgh, at his office in Lanark.

And notice is farther given, that it is intended by the said Bill or Bills to take power to deviate in the construction of the several works before set forth 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 also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and water-courses, as it may be necessary or expedient to alter or divert for the purpose of making, maintaining, and using the several works before set forth, or any portion thereof, or any of the conveniences connected therewith.

And notice is also given, that it is intended, by the said Bill or Bills, to take power to the Caledonian Railway Company, for the compulsory purchase of lands and houses; and it is intended to vary or extinguish all existing rights and privileges connected with the lands and houses to be so purchased, or which would in any manner impede or interfere with the construction of the several works before set forth, or any of them, or with the maintenance or use thereof, and to confer other rights and privileges; and also to take power to the Caledonian Railway Company to levy, tolls, rates, and duties, on and for the use of the said railways and other works before set forth; and it is intended by the said Bill or Bills to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and it is also intended to take power to the Caledonian Railway Company to raise money for the several purposes aforesaid, by the creation of additional stock, or otherwise; and it is further intended by the said Bill or Bills, to empower the magistrates and town council of the royal burgh of Lanark to make and carry into effect such arrangements with the Caledonian Railway Company as may be mutually agreed upon, in relation to the dues and customs leviable by the said magistrates and town council upon goods, cattle, matters, and things passing upon the said intended branch railways, or on the main line of the Caledonian Railway, from, into, or through the said royal burgh; and to lease such dues and customs to the said company, or to compound the same for the payment of a fixed or annual sum, and empower the said company to make and carry into effect such arrangements; and if it shall be so arranged, to empower the said company to levy and recover the said dues and customs; and it is further intended by the said Bill or Bills, to enable the London and North-Western Railway Company to take and hold shares in the Caledonian Railway Company, and to subscribe money towards the making, maintaining, working, and using the Caledonian Railway, and any railway or railways which may be formed in connexion therewith, or acquired by the Caledonian Railway Company; and it is also intended by the said Bill or Bills, to empower the Caledonian Railway Company to pay interest upon the calls already paid, in respect of the shares in the said company, and on the calls to be paid in respect of the said shares, and of

any new shares in the said company to be created under the authority of Parliament.

Hope, Oliphant, and Mackay, W.S.,
Edinburgh.

Grahame, Weems, and Grahame,
30, Great George Street, Westminster.

Edinburgh, 6th November, 1846.

Windsor Railway, (from Windsor, to join the Great Western Railway near Slough, with power to sell or lease to the Great Western Railway Company).

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 house in the occupation of Daniel William Hubbard, situate at the south-east corner of George Street, in the parish and town of New Windsor, in the county of Berks, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places following, that is to say, New Windsor, and Clewer otherwise Cleworth, in the county of Berks; Eton otherwise Eton-cum-Stockdale and Colenorton, and Upton otherwise Upton-cum-Chalvey, in the county of Buckingham, to a certain field in the occupation of David Davies, situate in the parish of Upton otherwise Upton-cum-Chalvey aforesaid, on the southern side of and nearly adjoining the turnpike road leading from London to Bath, and thence proceeding by two diverging lines, one thereof passing through the said parish of Upton otherwise Upton-cum-Chalvey, and the parish of Stoke Poges, in the said county of Buckingham, and terminating by a junction with the line of the Great Western Railway at or near the western station at Slough, in the parish of Upton otherwise Upton-cum-Chalvey aforesaid, and the other thereof passing through the said parishes of Upton otherwise Upton-cum-Chalvey, and Stoke Poges, and also terminating by a junction with the line of the said Great Western Railway, at or near a point thereof in the said parish of Stoke Poges, situate at about thirty-seven chains westward of the said Slough station.

And it is also intended by such Act 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 to incorporate a company for the purpose of carrying the said undertaking into effect, and to take powers for the purchase of lands, either 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 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 to enable the Company to be incorporated as aforesaid, to sell or let, and transfer the said intended railway and works, or any part thereof, and all or any powers of such company in connection therewith, or in relation thereto, to the Great Western Railway Company, and to enable the last-mentioned company to purchase or rent the said railway and works, or any part thereof, and to exercise such powers, or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between the said Great Western Railway Company and the company which may be so incorporated as hereinbefore mentioned; and for such purpose it is intended, so far as may be necessary, to alter, extend, vary, amend or enlarge the powers and provisions of the several Acts relating to the Great Western Railway, passed in the sessions of Parliament hereinafter mentioned, that is to say, in the sessions held respectively in the fifth, the sixth, and in the sixth and seventh years of the reign of his late Majesty King William the Fourth, and the first, the first and second, the second, the fifth, the sixth, the seventh, the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her present Majesty, and also of the several Acts relating to the West London Railway, passed in the sessions held respectively in the third and in the sixth years of the reign of his late Majesty King William the Fourth, and in the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty.

And notice is hereby further given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended railway and works, with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for such railway and works, will be deposited on or before the thirtieth day of November instant, with the clerk of the peace for the county of Berks, at his office in Abingdon, and with the clerk of the peace for the county of Buckingham, at his office in Aylesbury; and that on or before the same date, so much of the said plans and sections as relates to each of the several parishes in or through which the said proposed railway and works are intended to pass, will be deposited with the parish clerks of those parishes respectively, at their respective residences.

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

Darnill and Geary,
Windsor, Solicitors.

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East Swansea Docks.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to authorize the construction and maintenance of a floating dock or docks, basin or basins, and other works, in and upon certain places or lands, commonly called Fabian's, and the open or uninclosed lands, banks, or spaces, in front thereof, and adjoining thereto, within the Hamlet of Saint Thomas, in the parish of Swansea, in the county of Glamorgan, which said dock or docks, basin or basins, and other works will be bounded on the south side by part of the Harbour of Swansea, called Fabian's Bay, and lands belonging to the Most Noble Henry Duke of Beaufort and Capel Hanbury Leigh, Esquire, on the east side by lands belonging to the Right Honourable George Earl of Jersey and the said Capel Hanbury Leigh, or one of them, on the west side by the New Cut in the Harbour of Swansea, and on the north side by certain lands belonging to the said Earl of Jersey and Capel Hanbury Leigh, and Prudence Pinkney, widow, some or one of them, and part of the parish road or highway, leading to the bridge across the said New Cut, together with all necessary and convenient bridges, piers, locks, feeders, engines, machinery, quays, walls, wharfs, landing-places, embankments, fences, buildings, depôts, gates, weirs, warehouses, culverts, viaducts, sluices, archways, approach roads, ways, and other works and conveniences connected therewith, which said intended dock or docks, basin or basins, and other works, will be situate within the parish, township, hamlet, and extra-parochial or other places following, or some or one of them; that is to say, the parish of Swansea, the borough of Swansea, the hamlet of Saint Thomas, in the said parish of Swansea, and the sea-shore of Fabian's Bay, all in the said county of Glamorgan.

And notice is hereby further given, that it is also intended by such Act or Acts to take powers to make lateral deviations from the line of the 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 turnpike roads, parish roads, and other highways, streets, rivers, brooks, streams of water, sewers, ditches, navigations, canals, railways, tramroads, or tramways within the aforesaid parish, township, hamlet, and extra-parochial or other places, or any or either of them, which it may be necessary to cross, divert, alter, or stop up, in the making, constructing, or maintaining of the works hereinbefore referred to, and particularly to stop up, alter, and divert so much of the parish road or public highway leading from Briton Ferry to the town of Swansea, in the said county of Glamorgan, as lies between Crwmlyn Burrows and the said New Cut, and passes through the said hamlet of Saint Thomas, in the said parish of Swansea.

And notice is hereby further given, that it is intended by such Act or Acts to incorporate a company or companies for the purpose of carrying into effect the proposed works, or some part thereof, and to apply for powers for the compulsory purchase of

lands and houses, and to vary or extinguish all rights and privileges in any manner connected with the lands and houses proposed to be taken for the purposes aforesaid; also to levy tolls, rates, and duties upon or in respect of all ships and vessels using or frequenting the said dock or docks, basin or basins, and works, and on all passengers, goods, wares, minerals, merchandise, and other articles and things landed thereat, or embarked therefrom, or using the said wharfs, warehouses, and other conveniences, and also to alter existing tolls, rates, or duties, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And notice is hereby further given, that duplicate plans of the said intended dock or docks, basin or basins, and other works, together with duplicate plans and sections of the said proposed diversion of the abovementioned parish road or public highway, with a book of reference thereto, containing the names of the owners or reputed owners, and lessee, or reputed lessees, and occupiers of the houses, lands, tenements, hereditaments, and premises, required for the purposes of the said works, will be deposited, on or before the thirtieth day of November in the present year, with the clerk of the peace for the county of Glamorgan, at his office in Cardiff, in the said county of Glamorgan; and that a copy of the said plans, sections, and book of reference will also be deposited, on or before the said thirtieth day of November in the present year, with the clerk of the said parish of Swansea, at his place of abode.

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

D. H. Jones,
Loughor.

Huddersfield and Manchester Railway.

Deviations and alterations in Oldham Branch Extension to Manchester through Medlock Valley, and Branch from Oldham to the said Extension Line.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, extend and enlarge, or to repeal some of the powers and provisions of the Acts following, or some of them, that is to say, The Huddersfield and Manchester Railway and Canal Act, 1845; The Huddersfield and Manchester Railway and Canal (Huddersfield Diversion and Cooper Bridge Branch) Act, 1846; and the Huddersfield and Manchester Railway and Canal (Oldham Branch) Act, 1846, and to enable the said Huddersfield and Manchester Railway and Canal Company to make and maintain the following railways, or some of them, with all proper works, approaches, and conveniences connected therewith respectively, that is to say,—

A railway commencing at, or by a junction with the main line of the Huddersfield and Manchester Railway, now in course of construction, at or near Shaw Hall Bank, in the township of Quick, in the West Riding of the county of York, and terminating at, or in the town of Oldham, in the township of Oldham, in the parish of Prestwich cum

Oldham, in the county of Lancaster, by a junction with the proposed Mumps Extension of the Manchester and Leeds Railway, at or near Mumps Mill, and passing in, through, into, or along the several parishes, townships, extra-parochial and other places of Rochdale, Saddleworth, Quick, Lydgate and Lees, in the West Riding of the county of York, and Ashton under Lyne, Prestwich cum Oldham, Knottlanes, Hartshead, Lees and Oldham, Oldham above Town and Oldham below Town, in the county of Lancaster.

A railway commencing by a junction with the before-mentioned intended railway at or near Spring Head Mill, in the said township of Quick, and terminating by a junction with that part of the London and North Western Railway heretofore called the Manchester and Birmingham Railway, at or near the bridge of the said last-mentioned railway, over Fairfield-street, in the parish and township of Manchester, and the county of Lancaster, and passing in, through, into, or along the parishes, townships, extra-parochial, and other places of Rochdale, or Saddleworth, Quick, Lydgate, and Lees, in the West Riding of the county of York, and Prestwich, Oldham, Prestwich cum Oldham, Chadderton, Ashton under Lyne, Rochdale, Beswick, Manchester, Knottlanes, Hartshead, Audenshaw, Cross Bank, and Lees Mossley, Alt, Althill and Alt Edge, Wood Park and Knottlanes, Woodhouses, Waterhouses, and Little Moss and North Street, Failsworth, Droylsden, Newton, Bradford, Ardwick, Aucoats, and Manchester, in the county of Lancaster.

A railway commencing at or in the town of Oldham aforesaid by a junction with the proposed Mumps Extension of the Manchester and Leeds Railway, at or near Mumps Mill aforesaid, and terminating by a junction with the intended line of railway secondly hereinbefore described, at or near Holt Lane Farm, in the township of Failsworth, in the parish of Manchester, in the county of Lancaster, and passing in, through, into, or along the several parishes, townships, and extra-parochial or other places of Prestwich cum Oldham, Prestwich, Oldham, Chadderton, Mumps, Oldham above Town, Oldham below Town, Ashton under Lyne, Knottlanes, Audenshaw, Woodpark, Waterhouses, and Little Moss, Woodhouses, and Failsworth, in the county of Lancaster.

A branch railway, commencing by a junction with the intended line of railway secondly hereinbefore described, at a point between Culcheth Hall and Cheetham Fold, in the township of Newton, in the parish of Manchester, and terminating by a junction with the Ashton branch railway of the Manchester and Leeds Railway at or near the point where such last-mentioned branch railway crosses the Rochdale canal, all in the said township of Newton, and parish of Manchester.

And it is also intended by such Act 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 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 to authorize and enable the said Huddersfield and Manchester Railway and Canal Company to purchase lands and houses by compulsion or agreement for the purposes of the said intended works, and to levy tolls, rates, and duties in respect of the use of the said intended railways, and to alter, vary, or increase the tolls, rates, and duties authorized by the said recited Acts, and to grant certain exemptions from the payment of such tolls, rates, and duties.

And it is also proposed by the said intended Act to enable the said Huddersfield and Manchester Railway and Canal Company to raise a further sum of money for all or any of the purposes aforesaid, and for other purposes of or in relation to the said Company.

And power will also be taken by the said Act to enable the said Huddersfield and Manchester Railway and Canal Company to abandon the formation of, and to relinquish so much of, the Oldham Branch of the Huddersfield and Manchester Railway authorized by the Huddersfield and Manchester Railway and Canal (Oldham Branch) Act, 1846, within the several parishes, townships, and extra-parochial, or other places of Rochdale, Saddleworth, Quick, Lydgate, and Lees, in the West Riding of the county of York, and Ashton-under-Lyne, Prestwich-cum-Oldham, Knottlanes, Hartshead, Lees, and Oldham, in the county of Lancaster, as will be rendered unnecessary by the construction of the new line of railway firstly hereinbefore described.

And notice is hereby further given, that maps, plans, and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited on or before the thirtieth day of November, in the present year, with the clerk of the peace for the county of Lancaster, at his office in Preston; and with the clerk of the peace for the West Riding of the county of York, at his office in Wakefield, 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, on or before the said thirtieth day of November, be deposited with the parish clerks of those parishes respectively at their respective residences.

Dated this seventh day of November, 1846.

Worthington, Earle, and Berry,
Manchester.

Brook and Freeman,
Huddersfield.

Colchester Navigation and Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for leave to bring in a Bill to alter, amend, vary, extend, and enlarge some of the powers and provisions of an Act passed in the fifty-first year of the reign of His Majesty King George the Third, intituled, "An Act for improving the navigation from the Hythe at Colchester to Wivenhoe, in the county of Essex, and for better paving, lighting, watching, cleansing, and improving the said town of Colchester," or to repeal the said Act or certain parts thereof, and to grant further and more effectual powers instead thereof.

And it is also intended, by the said Bill, to obtain more effectual powers for paving, lighting, watching, cleansing, and improving the said town of Colchester, and also powers for the effectual drainage of the said town, and for regulating the drainage of buildings, lands, and tenements within the said town, and to form new drains and watercourses in the said town.

And notice is hereby also given, that it is intended to apply for powers in the said Bill, for further, better, and more effectually cleansing, widening, straightening, deepening, and making more navigable such part of the river Colne as runs or lies between a certain bridge called the Hythe Bridge, in the said town of Colchester, and the lower or southern part of Ram's Hard, in the said river, leading towards the sea, and powers for removing all locks, gates, sluices, hardways, fordways, footways, towingpaths, projections, and obstructions in the said river, and the banks and walls thereto belonging.

Also for powers to make and maintain a dock or basin for ships and other vessels in the whole or any part of the said river Colne and the lands thereto adjoining, between the Hythe Bridge and a place called Short Reach, at or near New Quay in the parish of Saint Giles, in Colchester aforesaid.

Also for powers for making and constructing a new cut or channel commencing from, at, or near a certain meadow in the parish of Saint Andrew Greenstead, in Colchester, belonging to Earl de Grey, and occupied by Robert Wayland Tabrum and James Parkes, and terminating at or near Short Reach aforesaid, and for diverting the waters of the said river and all or any brook, stream, or watercourse now flowing, running, or passing into or through the said river so as to cause them to flow, run, and pass into, over, and through the said intended cut or channel.

Also for powers for stopping, damming and filling up that part of the said river Colne, which lies between the commencement of the said intended new cut at or near the said meadow of the said Earl de Grey, and extending to the lower or southern side of the Hythe Bridge; and also for stopping and damming that part of the said river Colne which is situate at or near the lower end of the intended cut or channel, at or near Short Reach aforesaid, and to make and form an entrance lock to the said intended dock or basin, at or near Short Reach aforesaid, with necessary gates, piers, groins, walls, and works, and for

damming, heading up, and maintaining the waters of the said river in the said intended dock, or basin.

Also for powers for removing the present Hythe Bridge and substituting in lieu thereof another bridge over and across the said intended cut or channel near the present Hythe Bridge, on the high road leading from the said bridge towards Greenstead.

Also for powers to make and form locks, sluices, wiers, culverts, flood-gates, bridges, walls, towing-paths, quays, wharfs, cranes, drops, roads, approaches, and other necessary and convenient works in, near, upon, across, or over the aforesaid River Colne, and the said intended cut or channel.

Also for powers to divert the waters of the said River Colne and the streams or waters running or proceeding from a brook called Crockleford Brook, and a pond or head of water called the Distillery Pond, and all other streams or waters now flowing or passing into the said river between East Mill, in the parish of Saint James in Colchester, and Short Reach aforesaid, so as to cause them to fall, pass, or flow into and through the said intended cut or channel, or into or through any culvert, cutting, or course, through, under, along, or near to the said River Colne, or the said intended cut or channel, or partly through the said river and partly through the said cut, channel, culvert, cutting, or course.

Also for powers to vest in the mayor, aldermen, and burgesses of the town of Colchester, the ground and soil of the said intended cut or channel, in addition to or in lieu of such part or parts of the said River Colne, as may be taken, stopped up, or diverted, and to vest in the commissioners under the said recited and the said intended Act, the like or amended, varied, or enlarged powers in, over and through the said intended cut or channel and locks to those heretofore exercised and enjoyed by the said commissioners in, over, and upon the present river, between the Hythe Bridge and Wivenhoe aforesaid.

Also for powers for the said commissioners to appoint a harbour-master, or any other officer or officers, for the purposes of the said intended Act.

And notice is hereby also given, that the aforesaid works, alterations, and improvements, are intended to be made in, and will pass from, through, into, or near to the several parishes, townships, hamlets, and places of All Saints, Saint Botolph, Saint Andrew Greenstead, Saint Giles, Saint Leonard, Saint Mary Magdalen, Saint Peter, Saint Martin, Saint Mary at the Walls, the Holy Trinity Lexden, Berechurch, Saint Runwald, Saint Michael Mile End, Saint James, and Saint Nicholas, in the town of Colchester aforesaid; and East Donyland, Fingringhoe, Langenhoe, Brightlingsea, Alresford, Elmstead, and Wivenhoe, in the said county of Essex, and in or near the River Colne, passing through, or near the said parishes respectively, or some of them. And it is also intended to obtain powers by the said intended Act, for the compulsory purchase of lands, houses, waters, and buildings, or by agreement with the proprietors thereof, for the purposes aforesaid, and to levy tolls, rates, and duties on houses, buildings, lands, tenements, ships, lighters, and other vessels, and on coals, culm, cin-

ders, and tonnage; and for powers to alter and vary any existing tolls, rates, and duties. And it is also intended to vary, repeal, or extinguish any existing rights and privileges connected with the said River Colne, or with the lands, houses, waters, and tenements so proposed to be purchased, or which would in any manner impede or interfere with the intended improvement in the said river and works, and to confer other rights and privileges.

Also for powers to apply any monies in the hands of the commissioners under the said recited Act, or held by trustees for them under the powers therein contained, for or towards the purposes of the said intended Act.

And it is proposed by the said intended Act to take powers to borrow and take up at interest any money for the completion and execution of the aforesaid improvements and works, such money to be secured on the said tolls, rates, and duties, and also to raise money by mortgage, lease, or otherwise, of the said tolls, rates, and duties, for effecting the purposes aforesaid. And it is intended to apply for powers to make lateral deviations from the line of the said navigation, river, cut, canal, dock, basin, and works, to the extent or within the limit defined upon the plans hereinafter mentioned.

And notice is hereby also given, that a plan and section, with a duplicate of such plan and section, of the said intended cut or canal, basin, locks, embankments, bridges, wharfs, quays, and other the proposed 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, houses, and buildings, will be deposited with the clerk of the peace of the said town of Colchester at his office in the said town of Colchester, and also with the clerk of the peace for the county of Essex at his office at Chelmsford in the said county of Essex, on or before the thirtieth day of November instant, and that on or before the said thirtieth day of November a copy of so much of the said plans and sections as relates to each of the parishes in or through which the said intended improvements, alterations, 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 residences.

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

Henry Sidney Goody,
Clerk to the said Commissioners.

Edinburgh, Leith, and Granton Railway.
(Union Canal and Caledonian Railway 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 to alter and amend, extend and enlarge, the powers and provisions of an Act passed in the sixth and seventh years of the reign of His Majesty King William the Fourth, entitled, "An Act for making and maintaining a railway or railways from the city of Edinburgh to Leith, and to the shore of the Frith of Forth, at] or near to Newhaven and Trinity, all in

the county of Edinburgh;" and of another Act passed in the 2nd and 3rd years of the reign of Her present Majesty, entitled, "An Act to alter, amend, and enlarge the powers and provisions of an Act passed in the 7th year of the reign of His Majesty King William the Fourth, entitled, 'An Act for making and maintaining a railway or railways from the city of Edinburgh to Leith, and to the shore of the Frith of Forth, at or near to Newhaven and Trinity, all in the county of Edinburgh,' and to alter and vary the lines and levels of the railways thereby authorized to be made, and for other purposes relating to the said undertaking;" and of another Act passed in the 7th and 8th years of the reign of Her present Majesty, entitled "An Act to alter, explain, revive, and continue the powers and provisions of the Acts relating to the Edinburgh, Leith, and Newhaven Railway, and to make two branch railways therefrom;" and of another Act, passed in the 9th year of the reign of Her present Majesty, entitled, "An Act to amend and enlarge the powers of the Acts relating to the Edinburgh, Leith, and Granton Railway;" or, if necessary, to repeal the said Acts in whole or in part, and to re-enact the same, or to enact other and farther powers and provisions in lieu thereof:

And it is intended to take power in the said Bill to make and maintain a branch railway (including a basin, wharf, and landing-place,) with all proper works and conveniences connected therewith, commencing at a point at or near to the Haymarket station of the Edinburgh and Glasgow Railway, and terminating in a forked or double terminus, joining and communicating with the Edinburgh and Glasgow Union Canal at a point near Meggetland, and with the Edinburgh branch of the Caledonian Railway at a point near Gorgie Mains: which intended works are, or will be situate in the parishes of St. Cuthbert's and St. George's, in the county of Edinburgh, or one of them.

And it is farther intended to take power in the said Bill to deviate from the lines delineated on the plans to be deposited as after mentioned, to any extent not exceeding the limits of deviation defined on the said plans, and also to alter and divert such highways, turnpike and other roads, railways, streets, paths, passages, rivers, canals, brooks, streams, sewers, waters, and watercourses, as it may be necessary or expedient to alter or divert, for the purpose of making and maintaining, and using, or more conveniently making, maintaining, and using, the said works, or any portion thereof, or any of the conveniences connected therewith: And it is also intended to obtain power 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 said purposes, or otherwise connected with the said Edinburgh, Leith, and Granton Railway, or which would, in any manner, impede or interfere with the construction of the said branch railway and works, and to confer certain other rights and privileges.

And it is also intended in the said Bill to take power to raise a farther sum of money, by the crea-

tion of additional shares in the said undertaking, or by loan, or in either or both of these ways, for the purposes to be effected by the said Bill, and for other purposes relating to the said undertaking; and it is also intended by the said Bill to take powers to levy tolls, rates, and duties on or for the use of the said branch railway and other works, and to confer certain exemptions from payment of such tolls, rates, and duties, and certain other rights and privileges in relation thereto; and for the purposes aforesaid, or some of them, it is intended, so far as necessary, to alter and amend the several Acts relating to the Edinburgh and Glasgow Railway, passed in the second, fourth, fifth, eighth, and ninth years, and also the Acts relating to the Caledonian Railway, passed in the said eighth and ninth years, all of the reign of Her present Majesty.

And notice is farther given, that, on or before the thirtieth day of November next, maps, or plans and sections, describing the line, or situation and levels of the said branch railway and works, and the lands and houses to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited, for public inspection, in the office in Edinburgh of the principal sheriff-clerk for the county of Edinburgh; and that, on or before the said thirtieth day of November next, a copy of as much of the said maps or plans, sections, and books of reference, as relates to each of the parishes before specified, will be deposited, for public inspection, with the schoolmaster, if any, and if there is no schoolmaster, then with the session-clerk of each of the said parishes, at the respective places of abode of such schoolmasters or session-clerks.

*Inglis and Burns, W.S.,
Law, Anton, and Turnbull,
18, Fludyer-street, Westminster,
Parliamentary Agents.*

Caledonian Railway (Lease of Part of Glasgow, Dumfries, and Carlisle Railway) Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in next session, for leave to bring in a Bill to alter, amend, and enlarge the powers and provisions of the Caledonian Railway Act, 1845, and to enable the Caledonian Railway Company to take on lease that portion of the Glasgow, Dumfries, and Carlisle Railway authorised by the Glasgow, Dumfries, and Carlisle Railway Act, 1846, which lies between Annan and the Caledonian Railway, including the works and conveniences attached to or connected with the said portion of the said line; and to accept of a perpetual lease of the said portion of the said railway and works, on the conditions mentioned in the said last recited Act.

And notice is further given, That it is intended by the said Bill to enable and empower the Cale-

donian Railway Company, upon the execution of such lease, or otherwise upon notice of their intention to accept of such lease, given to the Glasgow, Dumfries, and Carlisle Railway Company, or others the proprietors or lessees at the time of the said portion of the said railway, to enter into possession of the said portion of the said railway and works attached to or connected with the same, and to exercise and carry into effect the powers and provisions of the said Glasgow, Dumfries, and Carlisle Railway Act, 1846, in relation to the use and maintenance of the said portion of railway and works, and to levy tolls, rates, and duties on and for the use of the said portion of railway and other works; 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 notice is further given, That it is intended by the said Bill, if and so far as necessary or expedient for any of the purposes aforesaid, or in relation thereto, to alter, amend, and enlarge the powers and provisions of the said Glasgow, Dumfries, and Carlisle Railway Act, 1846, and of the several Acts relating to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed in the first, third, fifth, ninth, and tenth years of the reign of Her present Majesty: and to enable the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, so far as they may be proprietors or lessees of, or otherwise interested in the foresaid portion of the said railway and works to be leased as aforesaid, to grant or concur in granting such lease as aforesaid; and to alter the tolls, rates, and duties granted by the said Glasgow, Dumfries, and Carlisle Railway Act, 1846.

Hope, Oliphant, and Mackay, W.S.,
Edinburgh.

Grahame, Weems, and Grahame,
30, Great George Street, Westminster.

Edinburgh, 6th November, 1846.

Caledonian and Glasgow, Paisley, and Greenock Railways Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to vary, alter, amend, and enlarge, or to repeal the powers and provisions of the several Acts relating to the Glasgow, Paisley, and Greenock Railway, passed respectively in the sessions held in the first, in the third and fourth, in the fourth, in the sixth and seventh, and in the ninth and tenth years of the reign of Her present Majesty; and it is also proposed, by the said intended Act or Acts, to alter, amend, and enlarge some of the powers and provisions contained in the several Acts relating to the Caledonian Railway Company, passed respectively in the sessions held in the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty; and it is also proposed, by the said intended Act or Acts,

to enable the said Glasgow, Paisley and Greenock Railway Company to sell or let in lease, and the said Caledonian Railway Company to purchase or take in lease, the said Glasgow, Paisley and Greenock Railway, together with all the branches and works connected therewith, and all the lands, buildings, and conveniences connected therewith, or belonging thereto, and all or any powers or privileges in relation thereto, now vested in the said Glasgow, Paisley, and Greenock Railway Company, or which may be granted to, or conferred on the said last-mentioned Company by any Act or Acts to be passed in the next session of Parliament; and it is also proposed, by the said intended Act or Acts, to authorize and empower, and to effect the amalgamation, consolidation, and incorporation into one company, of the Glasgow, Paisley, and Greenock Railway Company, and of the Caledonian Railway Company, and of such other Companies, if any, as at the time of passing of the said intended Act or Acts may be, or hereafter may become united with the said Companies, or either of them, on such terms and conditions as may be mutually agreed upon; and to vest in such united or amalgamated company all the capital, stock, property, lands, and works, and all the powers, rights, and privileges which may, at the time of passing of the said intended Act or Acts, belong to, or be vested in the said companies, or either of them: and also to dissolve the said Glasgow, Paisley, and Greenock Railway Company, and to alter, vary, or extinguish certain existing rights and privileges in relation to the said Glasgow Paisley and Greenock Railway, and to confer other rights and privileges in relation thereto: and it is also proposed, by such intended Act or Acts, if and so far as necessary for any of the purposes aforesaid, to revise or alter the rates, tolls, and duties, or some of them, authorized to be taken under the powers of the said several Acts, or some of them, relating to the said Caledonian Railway and Glasgow, Paisley, and Greenock Railway, and to authorize the amalgamated company to levy tolls, rates, and duties in respect of the use of the several lines of railway, branches, and other works to be vested in them as aforesaid: and it is also proposed to vary or extinguish all rights and privileges which would or might impede or interfere with the objects aforesaid: and it is further proposed, by the said intended Act or Acts, to take power to the Caledonian Railway Company to raise a further sum of money, by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and for other purposes connected with the said railway.

Hope, Oliphant, and Mackay, W.S.,
Edinburgh.

James Turner,
Writer, Greenock.

G. H. Lang,
37, Great George-street, Westminster.

Edinburgh, 6th November, 1846.

Sutton Harbour Improvement Company.
(Improvement of Harbour, and power to London and South-Western Railway Company to subscribe thereto, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for leave to bring in a Bill for the purpose of deepening, improving, maintaining, cleansing, and better regulating the present harbour of Sutton Pool, and the channels and approaches thereto, within the port of Plymouth, in the county of Devon, and for varying or enlarging the shores or margin thereof, the same being parcel of the duchy of Cornwall.

And also to make, erect, place, and construct all necessary or convenient embankments, basins, piers, jetties, bridges, graving beaches, sluices, drains, sewers, channels, locks, feeders, lights, beacons, buoys, mooring-chains, wharfs, quays, stairs, landing-places, warehouses, approaches, footpaths, avenues, and other works, erections and conveniences within or connected with such harbour, which said harbour and works are situate in or will be made within or are bounded by the several parishes, townships, extra-parochial, and other places following, or some of them, that is to say, Saint Andrew and Charles, and Sutton Pool and Catwater, within the borough of Plymouth, in the county of Devon.

And it is also intended by the said Bill to apply for powers to alter the course of certain sewers, drains, and culverts, in the said parishes of Saint Andrew and Charles, or one of them, which now empty themselves into Sutton Pool aforesaid, and which are vested in the commissioners acting under a certain Act passed in the fifth year of the reign of His late Majesty King George the Fourth, intituled "An Act for better paving, lighting, cleansing, watching, and improving the town and borough of Plymouth, in the county of Devon, and for regulating the police thereof, and for removing and preventing nuisances and annoyances therein," and so far as may be necessary for those purposes to alter, amend, extend, or enlarge the powers of the said Act. And also to cross, divert, alter, or stop up, whether temporarily or permanently, all such roads, streets, and other highways, streams, sewers, pipes, and tramways, 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 harbour and works.

And notice is hereby further given, that a plan of the said harbour and works, and also a duplicate of such plan, together with a book of reference thereto, will be deposited for public inspection with the clerk of the peace for the county of Devon, at his office in the Castle at Exeter, in the said county, on or before the thirtieth day of November, 1846; and on or before the said thirtieth day of November, a copy of so much of the said plan as relates to each parish, in or through which the said harbour and works are situate, or 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.

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And it is also intended to apply for powers by the said Bill, for the compulsory purchase of lands and houses, necessary for all or any of the purposes aforesaid; and to vary or extinguish all rights and privileges, in any manner connected with the lands and houses proposed to be taken, or which may in any manner affect or interfere with the said intended works, or any of them; and also to levy tolls, rates, dues, duties, or charges upon all ships, vessels, and other craft navigating or using the said harbour, and works and conveniences connected therewith, and upon all goods, wares, merchandise, passengers, cattle, articles, matters, and things shipped or unshipped upon or within the same, or otherwise imported, or brought into, or exported from, the same, or any part thereof, and for supplying ships and vesels with water; and to alter the several existing tolls, rates, dues, duties, or charges, and to confer, vary, or extinguish exemptions from the payment of tolls, rates, dues, duties, and charges, and other rights and privileges.

And notice is hereby further given, that it is intended to take powers by the said Bill to incorporate a company for carrying into effect all or any of the purposes aforesaid, and to enable such company to use, employ, or let for hire steam-tugs or towing-vessels, and to raise money by shares, mortgage, or otherwise.

And notice is further given, that it is intended to take powers in the said Bill to enable the company to be thereby incorporated, to contract or agree with the Sutton Pool Company for the purchase or for a lease of all their estate, right, title, and interest, in the existing harbour of Sutton Pool, or any of them, or to confirm any contract or agreement already entered into, for the purchase or lease of the same, and for transferring to and vesting in the said Company proposed to be thereby incorporated, all the tolls, dues, rates, wharfage, rights, privileges, stock, estate, and effects of the said Sutton Pool Company; and to enable the said Sutton Pool Company to sell, lease, or otherwise dispose of the same or any part thereof, and to enter into any contract or agreement for carrying the above objects into effect.

And it is further proposed by the said Bill to authorize the union or amalgamation of the said proposed company with the Sutton Pool Company, upon such terms and conditions as may be mutually agreed upon, and to authorize the company when so united or amalgamated to carry on the undertaking, and to take tolls, rates, dues, duties, and charges, on or in respect thereof; and for carrying into effect all or any of the above objects, it is intended to apply for powers to repeal, alter, or amend an Act passed in the fifty-first year of the reign of His late Majesty King George the Third, intituled "An Act for the Improvement of the Harbour of Sutton Pool, in the port of Plymouth, in the county of Devon," and also a certain other Act passed in the second year of the reign of His late Majesty King William the Fourth, intituled "An Act to continue the term, and to alter and amend the powers of an Act passed in the fifty-first year of the reign of His Majesty King George the Third, for the Im-

provement of the Harbour of Sutton Pool, in the port of Plymouth, in the county of Devon," and to dissolve the company incorporated by the said Act of the fifty-first year of the reign of His said Majesty King George the Third, and to wind up the affairs thereof.

And it is also proposed in and by the said Bill to authorize the London and South Western 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 works, or any part thereof; and to raise money by shares, mortgage, or otherwise for all or any of the purposes aforesaid; 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 powers and provisions of the several Acts following, relating to the said London and South Western Railway, that is to say:—

"The London and South Western Railway Act, 1834."

"The London and South Western Railway Deviations Act, 1837."

"The Portsmouth Branch Railway Act, 1839."

"The London and South Western Railway Company's Amendment Act, 1841."

"The London and South Western Railway Company's Wandsworth Water Act, 1841."

"The Salisbury Branch Railway Act, 1844."

"The London and South Western Railway Company's Amendment Act, 1844."

"The London and South Western Railway Metropolitan Extensions Act, 1845."

"The London and South Western Railway Company's Amendment Act, 1845."

"The Southampton and Dorchester Railway Act, 1845."

"The London and South Western Railway Company's Amendment Act, 1846."

"The London and South Western Railway Chertsey and Egham Branch Act, 1846."

"The London and South Western Railway Farnham and Alton Branch Act, 1846."

"The London and South Western Railway Hampton Court Branch Act, 1846."

"The London and South Western Railway Company's London Bridge Extension Act, 1846;" and

"The London and South Western Railway Company's, Basingstoke and Salisbury Extension Act, 1846."

*Woolcombe, Square, Stephens, and Prance,
G. and J. Pridham,*

Solicitors to the Bill.

Dated this fifth day of November, 1846.

Sunderland Markets, Bridge, Ferries, and General Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, extend, enlarge, and consolidate, or to repeal all or some of the powers and provisions of an Act passed in the fiftieth year of the reign of His Majesty King George the Third, intituled "An Act for lighting

and watching the Streets, Lanes, and Public Passages of the town of Bishop Wearmouth and Bishop Wearmouth Panns, for cleansing, paving, and regulating the Footpaths of the said Streets, Lanes, and Public Passages, and for removing and preventing nuisances, annoyances, encroachments, and obstructions therein, and for widening and rendering more commodious several of the said Streets, Lanes, and Public Passages;" and of another Act passed in the same year, intituled "An Act for paving, lighting, watching, and cleansing the Town of Sunderland near the Sea, in the County of Durham, for removing the Market, for building a Town Hall or Market House, and for otherwise improving the said Town, and for establishing a Watch on the River Wear;" and of another Act passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and improving the Town and Parish of Sunderland near the Sea, in the County of Durham, for removing the Market, and for otherwise improving the said Town," and to obtain further and other powers in lieu thereof; and it is intended that the limits to which the powers and provisions of the said intended Act shall apply, shall be the parish of Sunderland near the Sea, and the townships of Bishop Wearmouth, Bishop Wearmouth Panns, Monk Wearmouth, Monk Wearmouth Shore, and Southwick, in the county of Durham.

And it is intended by the said Act to provide for the appointment of commissioners for executing the powers thereof, and to transfer to, and vest in them all, property, estates, and effects, rights, immunities, and privileges at present respectively vested in or belonging to the commissioners acting in execution of the said recited Acts, or any or either of them; and also to provide for the security, or payment, satisfaction and discharge, of all the debts and liabilities due and owing by or from the same commissioners respectively, either by or out of the entire property and rates to be vested in, or authorized to be levied by, the commissioners to be appointed by the said intended Act, or in such proportions and manner amongst the parish and townships within the limits of the said intended Act as to such commissioners may appear just; and by the said Act it is intended to grant powers to such commissioners to be appointed thereby for the more effectually paving, lighting, cleansing, watering, extinguishing fires, regulating hackney coaches, cabs, and other public vehicles, and for removing and preventing obstructions, projections, and encroachments, in, and otherwise regulating the streets, lanes, passages, and places within the limits of the said intended Act, and for preventing nuisances, obstructions, and annoyances therein.

And it is by the said Act intended to vest in the said commissioners to be appointed thereby all the materials of, and to place under their control and management, the present and future streets, squares, roads, lanes, footpaths, and public passages and places within the limits aforesaid, and all the present sewers or drains in or under the same; and to empower the said commissioners: to repair, alter, widen, and improve the same.

respectively, and to make and construct other and additional proper main or common sewers, or drains therein respectively; and also to make and construct proper sewers or drains from the houses to the main, or common sewers or drains, now or hereafter to be made, and to recover the expenses from the owners of such houses; and otherwise to compel better and more effectual drainage in the said limits, and to set out and regulate the direction and width of new streets, and the construction of houses and buildings, and to remove and pull down all projecting buildings in or interfering with the appearance or convenience of the adjoining houses or buildings, or with the existing or future streets, squares, lanes, public passages, and places within the limits aforesaid, and whether such projecting buildings be now made or existing, or be hereafter made or put therein respectively.

And it is intended by the said Act to confer on the said commissioners to be appointed thereunder, all necessary powers for the maintenance, alteration, and extension of the present market or markets, fair or fairs, and market-houses, stalls, booths, slaughter-houses, shambles, buildings, and conveniences connected therewith, in the said parish of Sunderland near the Sea; and also powers to establish, erect and maintain within the limits of the said intended Act, other markets and market-houses, with all necessary stalls, booths, slaughter-houses, shambles, buildings, and conveniences thereunto belonging, for the sale of butchers' meat, poultry, fish, corn, fruit, vegetables, and other provisions, and for the buying and selling of goods, wares, and merchandises; and also powers from time to time to make and establish bye-laws and orders for the proper regulation and management of the said existing market or markets, fair or fairs, and market-houses, as also of such others as may be hereafter constituted or erected by the said commissioners, or for the better and more effectually carrying into operation the powers and authorities of the said intended Act.

And it is intended by the said Act to obtain powers for the said commissioners to levy, demand, and take tolls, rates, and duties in respect of the said existing market and markets, fair and fairs, and market-houses, stalls, booths, slaughter-houses, shambles, buildings, and conveniences, and in respect of the said intended market or markets, fair or fairs, and market-houses stalls, booths, slaughter-houses, shambles, buildings, and conveniences, and also to alter the existing tolls, rates, and duties now payable in respect of the said existing market or markets, fair or fairs, and market-houses, stalls, booths, slaughter-houses, shambles, buildings, and conveniences, 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 by the said Act to enable the said Commissioners to purchase by compulsion or otherwise, lands, houses, and buildings, for all or any of 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 purposes.

And it is intended by the said Act to authorize the said commissioners to levy tolls, assessments, rates, and duties upon the owners and occupiers of property within the limits of the said intended Act; and to alter, vary, lessen, or increase the several existing tolls, rates, and duties taken or levied under or by virtue of the said recited Acts, or any or either of them respectively, and to confer vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges.

And it is intended by the said Act to obtain powers to transfer and vest in the said commissioners the bridge across the River Wear, known as the Wearmouth Bridge, with the roads and approaches thereto, and the several ferries and tolls, rights, and profits belonging thereto, and the ferry-boats attached to the said bridge, or vested in or belonging to the commissioners of the said bridge, and all and singular other the lands and houses, monies and effects belonging to the commissioners of the said bridge; and to authorize the said commissioners, to be appointed under the said intended Act, to have, exercise, use, and enjoy all and singular the powers, rights, and privileges of the said bridge commissioners, and to levy tolls, rates, or duties in respect of the said bridge, ferries, and ferry-boats on the said river belonging to or vested in the commissioners of the said bridge; and to alter the existing tolls, rates, and duties, taken in respect of the same, and to continue and confer, vary, or extinguish exemptions from the payment of tolls, rates, and duties, and other rights and privileges; and also in the discretion of the said commissioners, to be appointed under the said Act, from time to time either to reduce or wholly to abandon the said tolls, rates, and duties, and again to re-levy the same, and either wholly or in part to charge the expenses of repairs of the said bridge, ferries, and ferry-boats, approaches and appurtenances thereto belonging, on the general rate or assessment to be levied on the owners and occupiers of property, and on all or any other of the tolls, rates and duties to be levied or taken by the said commissioners under the said intended Act; and for all or some of the purposes aforesaid, it is intended to alter, amend, extend, enlarge, and re-enact or to repeal and re-enact, all or some of the powers and provisions of an Act passed in the thirty-second year of the reign of His Majesty King George the Third, intituled "An Act for building a Bridge across the River Wear, from the bank or shore thereof in the Parish of Bishop Wearmouth in the County of Durham, to the opposite shore in the Parish of Monk Wearmouth in the same county;" and also of an Act passed in the fifty-fourth year of His Majesty King George the Third, intituled "An Act to enable the several persons therein named to dispose of certain Securities upon the Tolls of the Iron Bridge at Bishop Wearmouth, in the County of Durham, and Ferry-boats attached thereto, by way of Lottery."

And it is also intended to obtain powers for raising money on mortgage of all or any of such

tolls, assessments, rates, and duties which shall be by the said intended Act transferred to or vested in or made payable to the commissioners to be thereby appointed, or which shall be otherwise authorized or empowered to be levied under or by virtue of the same intended Act, and on all or any of the markets, market-houses, bridge, ferries, ferry-boats, lands, tenements, and hereditaments which may be vested in the said commissioners, or may be purchased by them.

And by the said Act it is intended to obtain powers for abandoning and ceasing to act upon the provisions of the Act of the third and fourth William the Fourth, chapter 90, within the townships of Monk Wearmouth and Monk Wearmouth shore, so far as such provisions have reference to the lighting of the streets, lanes, public passages, and places therein, and for that purpose to amend the provisions of the said Act.

Dated the sixth day of November, 1846.

J. J. and G. W. Wright,
Wm. Allison,
Jno. M. Cooper,
Charles Taylor,
Solicitors.

London and North-Western Railway, (Portobello and Wolverhampton Branch, and Birmingham, Wolverhampton, and Stour Valley Station Arrangement, purchase of Branch from Show Hill, and Amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize and empower the London and North-Western Railway Company to make and maintain, work and use, a branch railway, or branch railways, with all proper works and conveniences connected therewith, and approaches thereto, commencing by a junction with that portion of the London and North-Western Railway, heretofore called "The Grand Junction Railway," at or near Portobello, in the township of Willenhall, in the parish of Wolverhampton, and terminating by a junction with the Birmingham, Wolverhampton, and Stour Valley Railway, in the township of Wolverhampton, at or near their intended station there; such branch railway, works, conveniences, and approaches being to be made, or pass from, in, through, or into, the several parishes, townships, and extra-parochial or other places, of Wolverhampton, Wednesfield, Chillingtin Fields or Chillington Works, Stowheath, Moseley Hole, Willenhall, and Portobello, or some of them, all in the county of Stafford.

And further notice is hereby given, that it is proposed by the said intended Act to authorize and empower the before-mentioned London and North-Western Railway Company to purchase and take, or to contract and agree for the use of, and the Birmingham, Wolverhampton, and Stour Valley Railway Company to sell and transfer

to the said London and North-Western Railway Company, or to contract and agree for the use of, the portion of the railway authorized by the Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, (Birmingham, Wolverhampton, and Dudley lines,) and commencing at its junction with the London and North-Western Railway (on that portion thereof heretofore called "The Grand Junction Railway,") in the parish of Bushbury, and terminating at the intended station at Wolverhampton; And also, with respect to the said station of Wolverhampton, and to that portion of the Birmingham, Wolverhampton, and Stour Valley Railway commencing thereat, and terminating at the point where it is proposed that the said last-mentioned railway shall be joined by the proposed new branch railway from Portobello hereinbefore mentioned, to authorize the said London and North-Western Railway Company to subscribe towards the construction of the same, and to become joint proprietors thereof with the said Birmingham, Wolverhampton, and Stour Valley Railway Company, the Shrewsbury and Birmingham Railway Company, and the Shrewsbury, Wolverhampton, and South Staffordshire Junction Railway Company, or any or either of them; or to authorize the London and North-Western Railway Company to purchase and take, or to take on lease, and the Birmingham, Wolverhampton, and Stour Valley Railway Company, and the Shrewsbury and Birmingham Railway Company, and the Shrewsbury, Wolverhampton, and South Staffordshire Junction Railway Company, or any or either of them, to sell and transfer, or to let the same in perpetuity, or for any term of years, to the said London and North-Western Railway Company; or to authorize the said companies, or any or either of them, mutually to contract and agree for the use thereof by the said London and North-Western Railway Company, upon such terms and conditions as may be mutually determined and settled between the said Companies.

And notice is also hereby given, that it is proposed by the said intended Act, to empower the said London and North-Western Railway Company to raise such additional capital as may be necessary for all or any of the purposes before-mentioned and for the general purposes of the said company.

And further notice is hereby given, that it is proposed by the said intended Act, to take powers to cross, alter, vary, divert, or stop up, whether temporarily or permanently, all such turnpike, roads, public carriage-roads, streets, highways, railways, tram-roads, and other roads or ways, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, drains, waters, and water-courses, and to form such junctions with other existing or intended railways within the several parishes, townships, and extra-parochial, or other places before mentioned, or any of them, as it may be necessary or expedient for the purposes of the said proposed branch railway, works, conveniences, and approaches, or any of them, or any part thereof. And also to take powers for the compulsory purchase of lands, houses, buildings, or

other property which may be required for the construction, use, and maintenance of the said proposed branch railway, works, conveniences, and approaches, or any of them, or any part thereof, and to vary or extinguish all rights and privileges in any manner connected with such lands, houses, buildings, or other property which may, or would in any manner interfere with the purposes of the said intended Act, and to confer other rights and privileges; and also to take powers to levy tolls, rates, duties, and charges, on or for the use of the said branch railway, works, conveniences, and approaches, or any of them, or any part thereof, and to alter the existing tolls, rates, duties, and charges, authorized by the several Acts hereinafter mentioned or referred to, and to confer, vary, or extinguish exemptions from payment of such tolls, rates, duties, and charges, or any of them; and it is also intended by the said Act, to alter, amend, extend, and enlarge some of the powers and provisions of an Act passed in the session held in the ninth and tenth years of the reign of Her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them; that is to say,—“Local and Personal Act, eighth and ninth Victoria, cap. 156, and Local and Personal Acts, ninth and tenth Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396;” and also “The Birmingham, Wolverhampton, and Stour Valley Railway Act, 1846, Birmingham, Wolverhampton, and Dudley Lines;” “The Shrewsbury and Birmingham Railway Act, 1846;” and “The Shrewsbury, Wolverhampton, and South Staffordshire Junction Railway Act, 1846.”

And further notice is hereby given, that maps, plans, and sections describing the direction and line, or situation and levels of the said proposed branch railway, works, conveniences, and approaches, and the lands which may be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers to such lands, respectively, will be deposited with the clerk of the peace for the county of Stafford, at his office at Stafford, on or before the thirtieth day of November in the present year; 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 branch railway, works, conveniences, and approaches are intended to be made, will be deposited with the parish clerk of each such parish, at his place of abode on or before the thirtieth day of November aforesaid.

Dated the fifth day of November, 1846.

Clay, Swift, and Wagstaff,
Solicitors, Liverpool.

Colchester, Stour Valley, Sudbury, and Halstead Railway.—(Stour Navigation Purchase.)

NOTICE is hereby given, That application is intended to be made to Parliament in the ensuing Session for an Act to authorize the Colchester, Stour Valley, Sudbury, and Halstead Railway Company to purchase the River Stour Navigation, or any share or number of shares or interest therein; and also to authorize the proprietors or undertakers of such navigation, or any of them, to sell and dispose of to the said Company, the whole or some part or parts of their shares or interests of and in such navigation, and in the rates, tolls, duties, lands, wharfs, buildings, hereditaments, and effects, belonging thereto or connected therewith, the property of the said proprietors or undertakers.

And it is intended in such Act to amend and enlarge the powers of the Act passed in the last Session of Parliament, intituled “The Colchester, Stour Valley, Sudbury, and Halstead Railway Act, one thousand eight hundred and forty-six;” and also an Act passed in the fourth and fifth years of the reign of Her Majesty Queen Anne, intituled “An Act for making the River Stower navigable from the town of Maningtree, in the county of Essex, to the town of Sudbury, in the county of Suffolk;” and another Act passed in the twenty-first year of the reign of His late Majesty King George the Third, intituled “An Act for appointing new commissioners for continuing to carry into execution the trusts and powers of an Act passed in the fourth and fifth years of the reign of Her late Majesty Queen Anne, intituled ‘An Act for making the River Stower navigable from the town of Maningtree, in the county of Essex, to the town of Sudbury, in the county of Suffolk,’ in the town and place of those named in the said Act, who are since dead, and for explaining and amending the said Act, and for other purposes therein mentioned.”

And to confer the powers and privileges granted by the said two last-mentioned Acts to the proprietors and undertakers, wholly or in part upon the said Railway Company, and to enable the said Railway Company to exercise such powers, rights, and privileges, and to collect and levy the rates, tolls, and duties granted by such Acts, or other rates, tolls, and duties of such amounts as Parliament may determine, and to raise a further sum of money for such purposes.

And it is also intended to amend the said two several Acts relating to the Navigation of the said River Stour in other respects, and to confer further powers on the undertakers or proprietors thereof; and to confer further and other powers on the said Colchester, Stour Valley, Sudbury, and Halstead Railway Company.

Dated this second day of November, 1846.

R. F. Stedman, Sudbury.
F. and H. Philbrick, } Colchester.
J. S. Barnes,

York and North-Midland Railway.
(East Riding Canals Purchase Act.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to enable the York and North-Midland Railway Company to purchase and take from all or any of the proprietors and shareholders in, or subscribers to, the Market Weighton Canal and Navigation, who shall be willing to sell and dispose thereof, their or any of their rights, shares, and interests in and to the capital, stock, or sum or sums of money subscribed for the purposes of, and under and by virtue of the powers and authorities contained in an Act of Parliament passed in the twelfth year of the reign of His late Majesty King George the Third, intituled "An Act for draining and preserving certain Commons, Low Grounds, and Cars, in the Parish of Market Weighton, and other adjacent Parishes, in the East Riding of the County of York, and for making a Navigable Cut or Canal from Market Weighton to the River Humber;" and to enable the said York and North-Midland Railway Company to hold, possess, and enjoy the rights, shares, or interests so to be purchased and taken by them in the said capital stock, and sum and sums of money, and to have, receive, take, and exercise all the benefits, rights, powers, and privileges appertaining to the rights, shares, or interests so to be purchased as aforesaid, granted or conferred by the said recited Act, or in any way arising in virtue thereof or in relation thereto.

And it is intended by the said Act so to be applied for, to enable the Pocklington Canal Company to demise or lease for any term or number of years, and also subject thereto, or otherwise absolutely to sell, dispose of, and make over to the said York and North Midland Railway Company, and to enable the said last-mentioned Company to accept a demise or lease of, and to purchase and take the Pocklington Canal, and the property and effects of, and all powers, rights, and privileges belonging to the said Pocklington Canal Company, and if necessary to disincorporate and dissolve the said Pocklington Canal Company. And it is intended by the said Act so to be applied for, to enable the said York and North Midland Railway Company to purchase and take from the owner or owners thereof, and to enable such owner or owners and their trustees or others, to sell to the said York and North Midland Railway Company, a certain branch canal or cut, called or known as Sir Edward Vavasour's Canal, communicating with and running into the said Market Weighton Canal, and a certain other canal, called or known as the Leven Canal, communicating with and running into the River Hull, and the houses, warehouses, buildings, wharfs, and works connected with the said two last-mentioned canals respectively, and the lands, banks, or grounds in, over, or upon which the same canals and works respectively are carried and maintained, and all powers, rights, and appurtenances belonging or relating thereto respectively. All which said four several before-mentioned canals, and the wharfs, lands, works, and appurtenances thereto respectively belonging, are situate in the East Riding of the county of York.

And it is intended by the said Act to enable the said York and North Midland Railway Company to levy and recover the tolls, rates, and duties now payable or hereafter to be payable, in or upon or in respect of the use of the said several before-mentioned canals and the wharfs and other works thereof respectively, or any of them, or any part thereof respectively, and to exercise all or any of the rights and privileges relating thereunto respectively, and either to adopt, alter, vary, or increase such tolls, rates, and duties, and to confer, vary, or extinguish exemptions from the payment thereof, and other rights and privileges.

And it is also intended by the said Act so to be applied for, to alter, amend, enlarge, and repeal some of the powers and provisions of the said recited Act relating to the said Market Weighton Canal or Navigation, and the said branch canal or cut communicating therewith, and of the Act relating to the said Pocklington Canal, passed in the fifty-fifth year of the reign of His said late Majesty King George the Third, and of the Acts relating to the said Leven Canal, passed respectively in the forty-first and forty-fifth years of the reign of His said late Majesty King George the Third. And also of the several Acts relating to the said York and North Midland Railway Company, passed respectively in the sixth year of the reign of His late Majesty King William the Fourth, and in the first, fourth, seventh, eighth, ninth, and tenth years of the reign of Her present Majesty.

And it is also proposed by the said intended Act 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 or one of them. And it is intended in the said Act so to be applied for, to insert all such powers and provisions as may be considered necessary, proper, or expedient for carrying into effect the several objects above mentioned or referred to.

Dated this second day of November, 1846.

*Richardson and Gutch,
Henry Newton,*

Solicitors, York.

*Thomas Knox Holmes,
Law, Anton, and Turnbull,
Parliamentary Agents,
Fludyer Street, Westminster.*

The District Fire Insurance Company of
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 to enable a certain company called the District Fire Insurance Company of Birmingham, to sue and be sued in the name of the chairman, secretary, or one of the directors for the time being of the said company, and for conferring other powers, rights, and privileges on the said company.

Dated this seventh day of November, 1846.

*William Sextus Harding,
Solicitor to the Company.*

London, Brighton, and South Coast Railway (The Kent Railway to Maidstone, Canterbury, and Tunbridge).

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 London, Brighton, and South Coast Railway Company to make and maintain the following railways and branch railways hereinafter mentioned, or some of them, or some part of the same respectively (that is to say), a railway to commence by a junction or junctions with the London, Brighton, and South Coast Railway, at a point situate in the parish of Saint Paul Deptford, in the county of Kent, about five furlongs south of the station called the New Cross Station, to pass thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Paul Deptford, Lewisham, Kidbrook, Beckenham, Bromley, Orpington, Farnborough, Cudham, Green Street Green, Chelsfield, Halstead, Shoreham, Otford, Seal, Kemsing, Ightham, Wrotham, Borough Green, Nepicar, Ryarsh, Aldon, Addington, Offham, West Malling, East Malling, Ditton, Aylesford, Allington, Maidstone, Debling, Bearstead, Boxley, Hollingbourne, Thurnham, Stockbury, Hucking, Bredgar, Tunstall, Newington near Sittingbourne, Borden, Sittingbourne, Milton next Sittingbourne, Murston, Bapchild, Tong, Teynham, Lynsted, Norton, Buckland near Faversham, Stone next Faversham, Faversham Town and Faversham Parish, Ospringe, Preston next Faversham, Davington, Luddenham near Faversham, Selling, Boughton under Blean, Dunkirk (Ville of), Chartham, Saint Michael Harbledown, Saint Nicholas Harbledown, Harbledown, Saint Dunstan, Holy Cross Westgate, Thanington, Saint Mildred, and Saint Mary Bredin, or some of them, in the said county of Kent; and Saint Dunstan, Holycross Westgate, Saint Mildred, and Saint Mary Bredin, or some of them, in the city and county of the city of Canterbury, and to terminate at or near certain cottages called the Nunnery Cottages, in the said parish of Saint Mary Bredin.

A branch railway from such last mentioned railway, commencing at or near Harbledown Mill, in the said parish of Saint Michael Harbledown, and terminating at or near a certain street called Saint Dunstan Street, in the said parish of Saint Dunstan.

Also a branch railway from the said first-mentioned intended railway commencing at or near Sepham Farm, in the parish of Otford, in the said county of Kent, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Otford, Dunton Green, Riverhead, Sevenoaks, Leigh, and Tunbridge, or some of them, in the said county of Kent, and terminating by a junction with the South Eastern Railway at or near the Tunbridge station, in the said parish of Tunbridge, with a branch or connecting line extending from such branch line, at or about five furlongs from the said Tunbridge station in the said parish of Tunbridge, to join the Tunbridge Wells branch of the South Eastern Railway at or about three furlongs from the commencement of

such Tunbridge Wells branch, all in the said parish of Tunbridge.

Also a branch railway from the said first-mentioned intended railway, commencing at or near the turnpike road from Chatham to Canterbury, in the parish of Preston next Faversham, in the county of Kent, and terminating by two diverging branches, both in the parish of Faversham in the said county, the one at or near the Standard Quay, and the other between the Sluice Bridge and the Gas Works.

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

And it is intended to apply for power to levy tolls, rates, or duties for the use of the said railways and branch railways, and to grant certain exemptions from such tolls, rates, or duties; and 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 empower the London, Brighton, and South Coast Railway Company to construct the same railway and branches; and for such purpose powers will be applied for to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the last session of Parliament, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them," and also some of the provisions of the several Acts relating to the railways united under such Act, passed respectively in the fifth, and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first, the second, the third and fourth, the seventh and eighth, and eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; and of the Act passed in the seventh and eighth years of the reign of Her present Majesty, relating to the Croydon and Epsom Railway Company, and of the several Acts passed respectively in the sessions held in the seventh year of the reign of His late Majesty King William the Fourth, and in the

first year of the reign of Her present Majesty, and also in the sixth and seventh, and in the eighth and ninth, and in the ninth, and in the ninth and tenth years of the reign of Her said present Majesty, relating to the London and Brighton Railway Company; and of the several Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and ninth, and ninth and tenth years of the reign of Her said present Majesty relating to the Brighton, Lewes, and Hastings Railway Company; and also several Acts passed in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway Company.

And notice is hereby further given, That duplicate plans and sections describing the line and levels of the said intended railways 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, and also a published map with the line of railway delineated thereon, so as to show its general construction, will on or before the thirtieth day of this instant November be deposited for public inspection at the respective offices of the clerks of the peace for the county of Kent at Maidstone, and for the county of the city of Canterbury at Canterbury; and that on or before the said thirtieth day of November 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 railways, branches, and 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 their respective residences.

Dated this second day of November, 1846.

*Burchell, Kilgour, and Parson,
Sutton, Ewens, Ommanney, and Prudence,
George and Henry Faithfull.*

London, Brighton, and South Coast Railway.

(The Kent Railway to Maidstone, with an Extension therefrom to join the South-Eastern Railway at Tunbridge.)

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 London, Brighton, and South Coast Railway Company to make and maintain the following railway and branch railways hereinafter mentioned, or some of them, or some part of the same respectively (that is to say), a railway to commence by a junction or junctions with the London, Brighton, and South Coast Railway, at a point situate in the parish of Saint Paul Deptford, in the county of Kent, about five furlongs south of the station called the New Cross station, to pass thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Saint Paul Deptford, Lewisham, Kidbrook, Beckenham, Bromley, Orpington, Farnborough, Cudham, Green-street Green, Chelsfield, Halstead, Shoreham, Otford, Seal, Kemsing, Ightham, Wro-

tham, Borough-Green, Nepicar, Ryarsh, Aldon, Addington, Offham, West-Malling, East-Malling, Ditton, Aylesford, Allington, Maidstone, and to terminate at or near the junction of Week Street with the County Road, in the said parish of Maidstone.

And also a branch or extension railway from such last-mentioned intended railway commencing at or near Sepham Farm, in the parish of Otford, in the said county of Kent, passing from, in, through, and into the several parishes, townships, and extra-parochial places of Otford, Dunton Green, Riverhead, Sevenoaks, Leigh, and Tunbridge, or some of them, in the said county of Kent, and terminating by a junction with the South-Eastern Railway at or near the Tunbridge station, in the said parish of Tunbridge, with a branch or connecting line extending from such branch line, at or about five furlongs from the said Tunbridge station, in the said parish of Tunbridge, to join the Tunbridge Wells branch of the South-Eastern Railway at or about three furlongs from the commencement of such Tunbridge Wells branch, all in the said parish of Tunbridge.

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

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 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 empower the London, Brighton, and South Coast Railway Company to construct the same railway and branches; and for such purpose powers will be applied for to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the last session of Parliament, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them," and also some of the provisions of the several Acts relating to the railways united under such Act, passed re-

spectively in the fifth and in the sixth and seventh years of the reign of His late Majesty King William the Fourth, and in the first, the second, the third and fourth, the seventh and eighth, and eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, relating to the London and Croydon Railway Company; and of the Act passed in the seventh and eighth years of the reign of Her present Majesty, relating to the Croydon and Epsom Railway Company, and of the several Acts passed respectively in the sessions held in the seventh year of the reign of his late Majesty King William the Fourth, and in the first year of the reign of Her present Majesty, and also in the sixth and seventh, and in the eighth and ninth, and in the ninth, and in the ninth and tenth years of the reign of Her said present Majesty, relating to the London and Brighton Railway Company; and of the several Acts passed respectively in the seventh and eighth, and in the eighth and ninth, and ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton, Lewes, and Hastings Railway Company; and also several Acts passed in the seventh and eighth, and in the eighth and ninth, and in the ninth, and ninth and tenth years of the reign of Her said present Majesty, relating to the Brighton and Chichester Railway Company.

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, and also a published map with the line of railway delineated thereon, so as to show its general construction, will on or before the thirtieth day of this instant November be deposited for public inspection at the office of the clerk of the peace for the county of Kent at Maidstone; and that on or before the said thirtieth day of November 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, branches, and 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 their respective residences.

Dated this second day of November, 1846.

Burchell, Kilgour, and Parson.

*Sutton, Ewens, Ommanney, and Prudence.
George and Henry Faithfull.*

General Terminus and Glasgow Harbour Railway, (connecting Branches with the Caledonian and other adjoining Railways).

NOTICE is hereby given, that it is intended to apply to Parliament in the next session, for an Act or Acts to alter and amend, extend or enlarge, the powers and provisions of the "General Terminus and Glasgow Harbour Railway Act, 1846," by which Act or Acts it is intended to take powers to enable the General Terminus and Glasgow Harbour Railway Company to make and maintain the following railways, or branch

railways, or some of them, or some part or parts thereof, with all proper works and conveniences connected therewith, viz.: First, a railway or branch railway, diverging from and out of the intended main line of the said General Terminus and Glasgow Harbour Railway, at a point at or near to Sheills Bridge, and terminating by a junction with the joint line of railway between Glasgow and Paisley, at a point situated eight hundred lineal yards or thereby to the westward of Sheills Bridge aforesaid; Second, a railway or branch railway, diverging from and out of the said intended main line of the General Terminus and Glasgow Harbour Railway at a point at or near to Sheills brick-works, and terminating by a junction with the intended line of the Glasgow Southern Terminal Railway, at a point upon the lands of Sheills or the lands of Titwood, near to the village of Strathbungo; Third, a railway or branch railway, diverging from and out of the said intended railway, or branch railway, secondly above described, at a point at or near to Sheills brick-works aforesaid, and terminating by a junction with the Caledonian Railway, formerly the Polloc and Govan Railway, at a point near Larkfield; Fourth, a railway or branch railway, diverging from and out of the said intended main line of the General Terminus and Glasgow Harbour Railway, at a point at or near to its intended junction with the said Caledonian Railway, formerly the Polloc and Govan Railway, on the south side of, and near to, the Cavalry barracks, and terminating by a junction with the intended main line of the Caledonian Railway, at a point upon the lands of Gushetfauld, at or near the junction of the roads leading from Glasgow to Cathcart and Pollockshaws, respectively; and Fifth, a railway or branch railway, diverging from and out of the said intended railway or branch railway, secondly above described, at a point upon the said lands of Sheills, at or near the north-west corner of Messrs. Austin and M'Auslan's nursery-garden, on the west side of the road leading from Glasgow to Pollockshaws, and terminating by a junction with the said intended railway or branch railway thirdly above described, at a point at or near to Muirhouses Toll Bar;—all as the said intended railways or branch railways, and works will be delineated on the plans and sections to be deposited as hereinafter mentioned. And which intended railways or branch railways and works connected therewith, are intended to be made, and will be situated in, or will pass from, through, or into the parishes of Govan and Gorbals, or one of them, in the counties of Lanark and Renfrew, or one of them, and partly within the municipal and parliamentary boundary of the city or burgh of Glasgow.

And it is also intended to take powers, in and by the said Act or Acts, to deviate from the lines, courses, or sites respectively of the said intended railways or branch railways, and works to be connected therewith, to such extent as shall be defined on the said plans, and also to take powers to alter, vary, and divert, the lines, levels, and inclinations respectively, of any highways, turnpike or other roads, railways, tramroads, streets, paths, passages, rivers, canals, brooks, streams, sewers,

waters, and watercourses, water, gas, and other pipes, so far as may be necessary in making and maintaining the said intended railways or branch railways respectively.

And it is also intended by the said Act or Acts, to take powers for the compulsory purchase of lands, houses, and other heritages, for the purposes of the said intended railways or branch railways, and works to be connected therewith, and to levy tolls, rates, and duties, on and for the use of the said intended railways or branch railways respectively, and for the passage and carriage along the same, of passengers, carriages, goods, minerals, merchandise, animals, and other articles, matters, and things.

And it is intended by the said Act or Acts to vary, alter, or extinguish all existing rights and privileges or exemptions which would in any manner obstruct or interfere with the formation, maintenance, and use of the said intended railways or branch railways respectively, and to confer other rights, privileges, and exemptions.

And it is further intended by the said Act or Acts, to take powers to authorize the General Terminus and Glasgow Harbour Railway Company to enter into and carry into effect arrangements and agreements with any other company, corporation, or other bodies or persons whatever, in reference to the construction and maintenance, and using and working of the said General Terminus and Glasgow Harbour Railway and the said intended railways or branch railways and works, and also for selling or leasing the same to the proprietors of any communicating railway, or any other company, corporation, or other bodies or persons whatever, on such terms and conditions as may be agreed upon, and to authorize and enable such proprietors, company, or corporation, or other bodies or persons, to enter into and complete such agreements and arrangements accordingly.

And in particular it is intended by the said Act or Acts to take powers to sell or lease the said General Terminus and Glasgow Harbour Railway, and the said intended railways or branch railways and works connected therewith, or any part thereof, to one or other of the following railway companies, or any of them, viz.:—The Caledonian Railway Company, the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, the Glasgow, Paisley, and Greenock Railway Company, or to such two last-mentioned railway companies jointly, and the Glasgow, Barrhead, and Neilston Direct Railway Company, or to make such arrangements and agreements with the said companies, or any of them, for the use and working of the said General Terminus and Glasgow Harbour Railway, and the said intended railways or branch railways and works, or to guarantee such rent thereon, or per centage on the stock thereof, or otherwise to raise or contribute funds towards the construction and maintenance of the said General Terminus and Glasgow Harbour Railway and the said intended railways or branch railways and works, or any part thereof, as may be agreed upon with the said companies, or any of them, and to enable the said companies, or any of them, to purchase or take in lease, or to use and work

the said General Terminus and Glasgow Harbour Railway and the said intended railways or branch railways and works, and to enter into and complete the said arrangements and agreements, or to guarantee such rent or per centage, or raise or contribute such funds as aforesaid accordingly.

And it is also intended by the said Act or Acts, to take powers to the said General Terminus and Glasgow Harbour Railway Company, to enter into agreements with the Parliamentary Trustees of the river Clyde and harbour of Glasgow, for the purpose of using the quays and other property of the said Parliamentary Trustees, in connection with the said railway, and otherwise in reference thereto, and to enable such trustees to enter into and complete such agreements accordingly; and to ratify and confirm all agreements already made between the said General Terminus and Glasgow Harbour Railway Company and the said Parliamentary Trustees.

And, in so far as may be necessary for all, or any of the purposes aforesaid, it is intended by the said Act or Acts, to take powers to alter, amend, and enlarge, or repeal the powers and provisions of the several Acts of Parliament after-mentioned, or some of them, that is to say, the several Acts relating to the said Caledonian Railway, passed respectively in the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, the several Acts relating to the said Glasgow, Paisley, Kilmarnock, and Ayr Railway, passed respectively in the first, the third and fourth, the fifth, the eighth and ninth, and the ninth and tenth years of the reign of Her present Majesty, the several Acts relating to the said Glasgow, Paisley, and Greenock Railway, passed respectively in the first, the third and fourth, the fourth, the sixth, and the ninth and tenth years of the reign of Her present Majesty, the several Acts relating to the said Glasgow, Barrhead, and Neilston Direct Railway, passed respectively in the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty, and the several Acts relating to the said river Clyde and harbour of Glasgow, passed respectively in the third and fourth, and the ninth years of the reign of Her present Majesty, and the Acts therein recited.

And notice is hereby further given, that plans and sections describing the line or situation and levels of the said intended railways or branch railways, and also describing the lands, houses, and other heritages 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 and houses respectively, will be deposited for public inspection on or before the thirtieth day of November, eighteen hundred and forty-six, in the office at Glasgow of the principal sheriff-clerk of the said county of Lanark, and in the office at Paisley of the principal sheriff-clerk of the said county of Renfrew; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to each of the parishes aforesaid, from, in, through, or into which the said intended rail-

ways or branch railways are proposed to be made, or in which the lands and houses intended to be taken and used for the purposes thereof are situated, will be deposited for public inspection on or before the said thirtieth day of November, eighteen hundred and forty-six, with the schoolmaster (if any), and if there be no schoolmaster, then with the session clerk (if any), of each such parish respectively, at the respective dwelling-places of each such schoolmaster or session clerk; and that a copy of so much of the said plans, sections, and book or books of reference, as relates to the royal burgh or extended municipality of Glasgow, will be deposited for public inspection with the town-clerk or town-clerks thereof, at his or their office in the said city, on or before the said thirtieth day of November, eighteen hundred and forty-six.

Glasgow, 7th November, 1846.

C. D. Donald and Sons,

Glasgow.

Deans, Dunlop, and Hope,

Westminster.

Solicitors for the Bill.

Manchester, Sheffield, and Lincolnshire Railways.
(Louth and Horncastle and East Lincolnshire Junction Branches.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty, and in the last session of Parliament, of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of Her present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session of Parliament held in the eighth and ninth years of the reign of Her present Majesty; of the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the company of proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament held in the thirty-fourth, the thirty-ninth and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the company of proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth: of the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and of the Act passed in the last session of Parliament, for

the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, and to enable the Manchester, Sheffield and Lincolnshire Railway Company, who, on and after the first day of January next, will be incorporated under and by virtue of the said last-mentioned Act, to make and maintain the following branch railways, or some of them, or some part of the same respectively, that is to say, a branch railway, commencing by a junction with the extension to Lincoln from the Market Rasen branch of that part of the Manchester, Sheffield, and Lincolnshire Railways, which is now called the Great Grimsby and Sheffield Junction Railway, as authorized to be made by an Act, passed in the last session of Parliament, at or near a certain field in the parish of Stainton by Langworth, with Reasby and Newball, in the parts of Lindsey, in the county of Lincoln, numbered 36 on the plans of the said extension referred to in the said Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Stainton by Langworth, with Reasby and Newball, Stainton by Langworth, Stainton, Reasby, Reresby, Stainton Wood, Snelland, Langworth, South Langworth, Newbold, Newball, Claybridge, Fulnetby, Bullington, Goltho, Goltho-cum-Bullington, Rand, Rand-cum-Fulnetby, Coldsted, Colsted, Wragby, Holton, Holton Beckering, Holton-cum-Beckering, Langton, Langton by Wragby, Langton South of the Church, Low Langton and Strubby, Strubby, West Barkwith, East Barkwith, Panton, Hatton, Hatton Sykes, Sotby, Ranby, Great Sturton, Sturton, Benniworth, Stainton, Market Stainton, Donington, Donington-upon-Bain, Stenigot, Stenigote, Goulceby, Asterby, Asterby-cum-Goulceby, Cadwell, Great Cadwell, Little Cadwell, Withcall, Hallington, Raithby, Maltby, Raithby-cum-Maltby, Raithby-cum-Hallington, Tathwell, South Elkington, Legbourn, Stewton, and Louth, all in the parts of Lindsey, in the county of Lincoln, or some of them, and terminating by a junction with the line of the East Lincolnshire Railway, as authorized to be constructed by "The East Lincolnshire Railway Act, 1846," at or near a certain field in the parish of Louth, in the said parts of Lindsey, in the county of Lincoln, numbered 109 on the plans of the said railway referred to in the last-mentioned Act.

And another branch railway, commencing by a junction with the said last-described and intended branch railway to Louth, in the parish of Panton, in the said parts of Lindsey, in the county of Lincoln, at or near the highway leading from Panton to Sotby and Horncastle, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Panton, Sotby, Sotby Pastures, Hatton, Hatton Sykes, Ranby, Sturton, Great Sturton, Bamburgh, Baumber, Hemingby, West Ashby, Edlington, Thimbleby, Langton, Thornton, and Horncastle, all in the said parts of Lindsey, in the county of Lincoln, or some of them, and terminating at or near a street called Bridge Street, in or near the town of Horncastle,

in the parish of Horncastle, in the parts of Lindsey, in the county of Lincoln.

And another branch railway from and out of the main line of the said Great Grimsby and Sheffield Junction Railway, commencing by a junction with such main line, in the parish of Great Grimsby, in the parts of Lindsey, in the county of Lincoln, in or near a yard numbered 50, in such parish, on the deposited plans of the said Great Grimsby and Sheffield Junction Railway, passing thence, from, in, through, or into the several parishes, townships, and extra-parochial places of Great Grimsby, Wellow, Wellow Weelsby, Weelsby, Cleethorpes, and Clee, in the said parts of Lindsey, in the county of Lincoln, and terminating by a junction with the line of the said East Lincolnshire Railway, in the hamlet or township of Weelsby, in the said parish of Clee, in the said parts of Lindsey, in the county of Lincoln, in or near a field numbered 4 in the said hamlet, on the deposited plans of the said East Lincolnshire Railway.

And it is intended by such Act 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 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 branch railways, as before described, in the several parishes, townships, and extra-parochial places aforesaid.

And it is intended by such Act to take power to deviate from the line or lines laid down on the plans hereinafter mentioned, to the extent thereon defined, and 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 branch railways, or any of them.

And it is also intended by such Act 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 branch railways, and to grant certain exemptions from such tolls, rates, and duties.

And it is further intended by such Act 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 branch railways, and to confer other rights and privileges.

And notice is hereby further given, that maps or plans and sections of the said intended 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 owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, together with a published map, with the line of railway delineated thereon, 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 Lindsey, in the county of Lincoln, at his office in Spilsby; 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 branch railways and works are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of each such parishes respectively, at their respective residences.

Dated this second day of November, 1846.

Smith and Hinde,
Bramley and Gainsford,
Joint Solicitors.

Glasgow, Dumfries, and Carlisle Railway, and Glasgow, Paisley, Kilmarnock, and Ayr Railway, No. I.

Amendment of Acts and Branches, from the Glasgow, Dumfries, and Carlisle Railway, to the Newcastle and Carlisle Railway, near Milton; from such intended Railway to the Caledonian Railway, near Springfield; from the Railway to Milton above mentioned, to Canobie Coal-pits, and to a proposed Railway from Hawick to Carlisle, near Lyne Moor Cottage.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act or Acts to amend some of the provisions of the Glasgow, Dumfries, and Carlisle Railway Act, 1846; and also some of the provisions of the following Acts relating to the Glasgow, Paisley, Kilmarnock, and Ayr Railway, (with which the said Glasgow, Dumfries, and Carlisle Railway is to be amalgamated,) or conferring power on the company of proprietors thereof, viz.: an Act passed in the first year of the reign of Her present Majesty, chapter 117; an Act passed in the third year of the said reign, chapter 53; an Act passed in the fifth year of the said reign, session second, chapter 29; an Act passed in the eighth and ninth years of the said reign, chapter 95; three Acts passed in the ninth year of the said reign, chapters 60, 61, and 62; the Glasgow and Belfast Union Railway Act, 1846; and the Kilmarnock and Troon Railway Act, 1846; by which intended Act or Acts it is proposed to enable the Glasgow, Dumfries, and Carlisle Railway Company, or upon their amalgamation with the Glasgow, Paisley, Kilmarnock and Ayr Railway Company, to enable such last-mentioned company to make and maintain the following railways, in connexion with the Glasgow, Dumfries, and Carlisle Railway, or some of them, viz.—

First, A railway diverging from and out of the line of the Glasgow, Dumfries, and Carlisle Railway, at or near to Gretna church, in the parish of Gretna, in the county of Dumfries, and terminating by a junction with the Newcastle and Carlisle Railway, at or near to the east end of the village of Milton, in the parish of Farlam or in the parish of Brampton, in the county of Cumberland, and passing from, in, through, or into the parishes, townships, townlands, burghs, and extra-parochial or other places of Gretna, in the county of Dum-

fries, and of Kirk Andrews-on-Esk, Kirk Andrews Nether, Kirk Andrews Middle, Arthuret, Longtown of Arthuret, Lyneside of Arthuret, Kirkclinton, Kirkclinton Middle, Scaleby, Scaleby West, Scaleby East, Irthington, Laversdale, Brampton, Naworth, Easby, Farlam, Farlam East, Farlam West, and Midge Holm, in the county of Cumberland, or some of them.

Second, A railway diverging from and out of the intended railway above described, at or near to Plump, in the parish of Kirk Andrews-on-Esk, in the county of Cumberland, and terminating by a junction with the Caledonian Railway, at or near to the east side of the village of Springfield, in the parish of Gretna, in the county of Dumfries, and passing from, in, through, or into the parishes, townships, townlands, burghs, and extra-parochial or other places of Kirk Andrews-on-Esk, and Kirk Andrews Nether, in the county of Cumberland: and of Gretna, in the county of Dumfries, or some of them.

Third, A railway diverging from and out of the intended railway first above described, in, at, or near to the south end of the Solway Moss, in the parish of Kirk Andrews-on-Esk, in the county of Cumberland, and terminating at or near to Canobie Coal-pits, in the parish of Canobie, in the county of Dumfries, and passing from, in, through, or into the parishes, townships, townlands, burghs, and extra-parochial or other places of Kirk Andrews-on-Esk, Kirk Andrews Nether, and Kirk Andrews Middle, in the county of Cumberland, and of Canobie, in the county of Dumfries, or some of them.

Fourth, A short connecting railway, diverging from and out of the intended railway first above-described, at or near to Lyne Moor Cottage, in the township of Lyneside, in the parish of Arthuret, in the county of Cumberland; and passing through, and terminating in the said township, parish, and county, by a junction with the line of a proposed railway from Hawick to Carlisle, at or near to the said Lyne Moor Cottage, and to the proposed crossing, by the said railway from Hawick to Carlisle, of the turnpike-road from Longtown to Brampton.

And power is proposed to be taken, by the said intended Act or Acts, to alter, divert, or stop up all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers, within the foresaid parishes, townships, townlands, burghs, 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 railways, branch railways, and works.

And notice is hereby given, that it is proposed, by such intended Act or Acts, to alter, modify, or repeal certain of the powers and provisions contained in the Glasgow, Dumfries, and Carlisle Railway Act 1846, relating to the lease to the Caledonian Railway Company of a portion of the railway thereby authorized.

And it is also proposed by the said intended Act or Acts, to alter the rates, tolls, and charges, levied or leviabie, under the powers of the Acts hereinbefore recited; and to enable the Glasgow, Dumfries, and Carlisle Railway Company, or upon

their amalgamation with the Glasgow, Paisley, Kilmarnock, and Ayr Railway Company, to enable such last-mentioned company to raise money for the purposes aforesaid by the creation of new shares, and to empower the said respective companies to make agreements among themselves with reference to the division or apportionment of the said shares, and to the terms or conditions on which such shares shall be created, or on which the dividend in respect thereof shall be paid, and to ratify and confirm any agreements entered into between the said companies, or the directors thereof, in relation thereto.

And it is further proposed by such intended Act or Acts, to enable the said respective companies to acquire, compulsorily, lands and houses, and to levy tolls, rates, and duties, on and for the use of the said intended railways, branch railways, and works, and to grant exemptions from the payment of such tolls, rates, and duties, and to vary, repeal, or extinguish all existing rights or privileges in any manner connected with the lands and houses proposed to be purchased or taken, or which would in any manner impede or interfere with the construction, maintenance, or use of the said intended railways, branch railways, and works, and to confer other rights and privileges.

And notice is hereby further given, that maps, plans, and sections, describing the lines and levels of the said intended railways, branch railways, and works, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands proposed to be taken for the purposes thereof, will be deposited on or before the thirtieth day of November in the present year, in the office of the principal sheriff-clerk for the county of Dumfries, at Dumfries, and in the office of the clerk of the peace for the county of Cumberland, at Carlisle, and that a copy of so much of the said plans, sections, and books of reference, as relates to each parish in or through which the said intended railways, branch railways, and works, are proposed to be made, will be deposited, on or before the same date, with the schoolmaster, and if there be no schoolmaster, with the session-clerk of each such parish, if situate in Scotland, and with the parish-clerk of each such parish, if situate in England, at the respective residences of such schoolmaster and session or parish-clerk.

Glasgow, 10th November, 1846.

Bannatynes and Kirkwood,

Glasgow,

W. O. and W. Hunt,

10, Whitehall, Westminster,

Solicitors for the Bill.

Sheffield Canal Act Amendment (Repeal of provisions as to repair of Sheffield and Tinsley Road and certain other Roads).

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, and also to repeal some of the powers and provisions of an Act passed in the fifty-fifth year of

the reign of King George the Third, intituled "An Act for making and maintaining a Navigable Canal from Sheffield to Tinsley, in the West Riding of the County of York," and more particularly to repeal or alter certain enactments therein contained, whereby the company of proprietors thereby incorporated are bound and obliged to uphold and repair the road from the said company's wharf (late the property of the company of proprietors of the Navigation of the River Dun) at Tinsley aforesaid unto the bridge over the river Dun at Sheffield aforesaid, commonly called the Lady's Bridge, and all other the roads in the township of Tinsley aforesaid; and are liable to be indicted and fined for any neglect or default in repairing the same; and also to repeal or alter certain enactments in the same Act contained, whereby the said Sheffield Canal Company are entitled to take one penny for every customary ton of goods brought up into or carried down from or through the said township of Tinsley upon the said river, to be applied to the making and repairing of the said road or way from Tinsley to Sheffield; and whereby the said company are also entitled to take a toll of one penny for every twenty-five hundred weight, and so in proportion for any greater or less quantity of goods or merchandise of what kind soever brought to or carried from any wharf at or near Tinsley, to be carried up or down the said river Dun, to be laid out and applied for and towards repairing and amending the said road between Tinsley and Sheffield, and also to repeal or alter all other the enactments and provisions respecting the said roads, tolls, dues, and tonnages contained in the above-mentioned Act, and in the several Acts relating to the said roads and tolls or duties therein recited, and particularly in an Act passed in the twelfth year of the reign of King George the First, intituled "An Act for making the river Dun, in the West Riding of the county of York, navigable from Holmstile, in Doncaster, up to the utmost extent of Tinsley westward, a township within two miles of Sheffield;" and in another Act, passed in the thirteenth year of the reign of King George the First, intituled "An Act for improving the Navigation of the River Dun, from a place called Holmstile, in the township of Doncaster, in the county of York, to Wilsick House, in the parish of Barmby Dun, in the said county;" and in another Act, passed in the sixth year of the reign of King George the Second, intituled "An Act to explain and amend two Acts of Parliament, one made in the twelfth and the other in the thirteenth year of His late Majesty's reign, making navigable the river Dun, in the county of York, and for the better perfecting and maintaining the said navigation, and for uniting the several proprietors thereof into one company;" and in another Act, passed in the thirteenth year of the reign of King George the Second, intituled "An Act for the more effectual improving the navigation of the River Dun, from a place called Wilsick House, in the parish of Barmby Dun, in the County of York, to Fish Lock Ferry, in the same county," which said road from Tinsley to Sheffield passes from, or through, or into the several townships of Sheffield, Bright-

side Bierlow, Attercliffe, Attercliffe-cum-Darnall, and Tinsley; and the parishes of Sheffield and Rotherham, all in the West Riding of the county of York, and which said other roads in the township of Tinsley, are situate within the said parish of Rotherham, in the West Riding of the county of York.

And it is the intention of the parties, who will apply for leave to bring in the said Bill, to obtain powers to alter the existing highway rates and assessments, and to extinguish or vary the exemption from highway rates and assessments, and certain other rights and privileges which the inhabitants of the said last-mentioned parishes and townships now claim or enjoy, in respect of the said roads.

Dated at Sheffield this second day of November, 1846.

*Bramley and Gainsford,
Smith and Hinde,
W. and B. Wake.*

Wear Valley Railway, Bishop Auckland and Weardale Railway, Weardale Extension Railway, Wear and Derwent Railway, and Shildon Tunnel Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to enable the proprietors of the Bishop Auckland and Weardale Railway, the proprietors of the Weardale Extension Railway, the proprietors of the Wear and Derwent Railway, and the proprietors of the Shildon Tunnel, to demise or lease, for any term or number of years, and also to absolutely sell, dispose of, and make over to the Wear Valley Railway Company the said Bishop Auckland and Weardale Railway, Weardale Extension Railway, Wear and Derwent Railway, and Shildon Tunnel, or any of them, and all the branch railways, stations, houses, warehouses, buildings, works, lands, and hereditaments connected therewith respectively, or thereunto respectively belonging; and all the estate, right, title, interest, conveniences, and things in, about, or appertaining thereto respectively, or connected therewith respectively; and all other the property and effects, and all the powers and privileges now vested in them the said proprietors of the said Bishop Auckland and Weardale Railway, the said Weardale Extension Railway, the said Wear and Derwent Railway, and the said Shildon Tunnel respectively, and to enable the said Wear Valley Railway Company to enter into and accept such lease, and also to make such purchase, and accept an absolute conveyance of the said Bishop Auckland and Weardale Railway, Weardale Extension Railway, Wear and Derwent Railway, and Shildon Tunnel, or any of them, and of the said branch railways, works, property, and effects, and to exercise all the powers and privileges now vested in the proprietors of the said last-mentioned railways and tunnel respectively, and to consolidate and unite the said last-mentioned railways and tunnel, or any of them, and the branches and works thereof respectively, or of any of them, with the said Wear Valley Railway, and to enable

the said Wear Valley Railway Company to levy and receive tolls, rates, and duties on or in respect of the said Bishop Auckland and Weardale Railway, the Weardale Extension Railway, the Wear and Derwent Railway and Shildon Tunnel, or any of them, and on or in respect of the said branches and works respectively, and to exercise all or any of the rights and privileges relating thereto respectively, and if necessary to alter, vary, and increase the tolls, rates, and duties now payable on the same respectively, and to grant exemptions from the payment of such respective tolls, rates, and duties; and to disincorporate and dissolve the Bishop Auckland and Weardale Railway Company, and to alter, amend, enlarge, and extend or repeal some of the powers and provisions of the Act relating to the said Bishop Auckland and Weardale Railway, passed in the session of Parliament held in the first year of the reign of Her present Majesty Queen Victoria, and also the Act relating to the Wear Valley Railway Company, passed in the eighth and ninth years of the reign of Her said present Majesty.

And it is also proposed by the said intended Act, to enable the Wear Valley Railway Company to raise a further sum of money, for the purpose of carrying into effect the several purposes aforesaid, or some of them.

Dated this ninth day of November, 1846.

Mewburn, Hutchinson, and Mewburn,
Solicitors to the Bill.

Ipswich Gas Light Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, enlarge, and, if necessary, to repeal the powers and provisions of an Act passed in the second year of the reign of His late Majesty George the Fourth, intituled "An Act for lighting with Gas the Town and Borough of Ipswich, in the county of Suffolk," and to enable the company incorporated by such last mentioned Act, to raise a further sum of money, or otherwise to incorporate a new company for the purpose of more effectually supplying with gas the inhabitants of the several parishes of Saint Matthew, Saint Mary at the Tower, Saint Mary at the Elms, Saint Lawrence, Saint Margaret, Saint Clement, Saint Peter, Saint Mary Stoke, Saint Mary at the Quay, Saint Nicholas, Saint Stephen and Saint Helen, in the said borough, and of so much of the several parishes of Westerfield, Rushmere, Whitton-cum-Thurlston, Sproughton, Bramford, and Bilstead, as lie within the said borough, and of the several hamlets of Wicks Ufford and Wicks Bishop, in the said borough, and of the several extra-parochial places lying in or adjoining to all, some, or one of the said several parishes of Saint Matthew, Saint Margaret, Saint Mary at the Quay, Saint Clement and Saint Stephen, in the said borough.

And it is further proposed by such intended Act, to enable the said company or such new company proposed to be incorporated as aforesaid to pur-

chase additional lands by consent or agreement with the owners thereof, and to levy rates or rents for the supply of gas, or to alter the rates or rents now leviable therefor, and to grant certain exemptions from the payment of such rates or rents.

Dated this seventh day of November, 1846.

S. A. Notcutt, Junior,

Solicitor, Ipswich.

Caledonian Railway.

Lease or Purchase of the Glasgow, Barrhead and Neilston Direct, and Glasgow Southern Terminal Railways.

NOTICE is hereby given, that application is intended to be made to Parliament, in the next session, for an Act or Acts to vary, alter, amend, and enlarge, or to repeal the powers and provisions, or some of them, of the several Acts relating to the Glasgow, Barrhead and Neilston Direct Railway Company, passed respectively in the sessions held in the eighth and ninth, and in the ninth and tenth years of the reign of Her present Majesty, and of the Act relating to the Glasgow Southern Terminal Railway, passed in the ninth and tenth years of the reign of Her present Majesty; and it is also proposed, by the said intended Act or Acts, to alter, amend, and enlarge some of the powers and provisions contained in the several Acts relating to the Caledonian Railway Company, passed respectively in the sessions held in the eighth and ninth, and ninth and tenth years of the reign of Her present Majesty; and it is also proposed, by the said intended Act or Acts, to enable the said Glasgow, Barrhead and Neilston Direct, and Glasgow Southern Terminal Companies, to sell or let in lease, and the said Caledonian Railway Company to purchase or take in lease the said Glasgow, Barrhead and Neilston Direct, and Glasgow Southern Terminal Railways, together with all the branches and works connected therewith, and all the lands, buildings, and conveniences connected therewith, or belonging thereto, or some part or parts thereof, and all or any powers or privileges in relation thereto now vested in the said Glasgow, Barrhead and Neilston Direct, and Glasgow Southern Terminal Railway Companies, or which may be granted to, or conferred on, the said last-mentioned companies, or either of them, by any Act or Acts to be passed in the next session of Parliament: And it is also proposed, by the said intended Act or Acts, if necessary, to dissolve the said Glasgow Barrhead and Neilston Direct, and Glasgow Southern Terminal Railway Companies, and to alter, vary, or extinguish certain existing rights and privileges, and to confer other rights and privileges in relation thereto: And it is also proposed, by such intended Act or Acts, if and so far as may be considered necessary or expedient for any of the purposes aforesaid, to revise or alter the rates, tolls, and duties, or some of them, authorized to be taken under the powers of the said several Acts, or some of them, relating to the Caledonian, Glasgow, Barrhead and Neilston Direct, and Glasgow Southern Terminal Railway Companies, and to authorize the Caledonian Com-

pany to levy tolls, rates, and duties in respect of the use of the several lines of railway, branches, and other works, to be leased or sold to them as aforesaid: And it is also proposed to vary or extinguish all rights and privileges which would or might impede or interfere with the objects aforesaid, or any of them: And it is further proposed, by the said intended Act or Acts, to take power to the Caledonian Railway Company to raise a further sum of money by the creation of new stock, or otherwise, for the purposes aforesaid, or some of them, and for other purposes connected with the said railway.

Hope, Oliphant, and Mackay, W.S.,
Edinburgh.

J. and A. Tennent,
Writers, Glasgow.

G. H. Lang,
37, Great George Street, Westminster.
Edinburgh, 6th November, 1846.

Great Northern Railway.

Hertford, Hatfield, and St. Alban's Branch.

NOTICE is hereby given, That application is intended to be made to Parliament, in the ensuing Session, for leave to bring in a Bill to enable the Great Northern Railway Company to make and maintain a Branch Railway, with all necessary approaches, communications, wharfs, stations, and works, commencing in the parish of St. Alban's at the Turnpike Road leading from Watford to St. Alban's, near to the parish boundary of St. Stephen's, passing thence from in or through the several parishes, townships, and extra-parochial places following, or some of them, that is to say, Saint Alban, Saint Michael, Saint Peter, Tittenhanger, Saint Stephen, Sandridge, in the Liberty of Saint Alban's, in the County of Hertford; Hatfield, Essendon, Bishop's Hatfield, Hertingfordbury, Bayford and Brickendon, in the said County of Hertford; All Saints, Saint Mary, Saint Nicholas, Saint John, and Saint Andrew in the Borough of Hertford; North Mimms, Hertford, Bengoé, Little Amwell, Ware, and Great Amwell, all in the said County of Hertford, and terminating at or near the Ware Station of the Hertford and Ware Branch of the Northern and Eastern Railway in the said parish of Ware.

Also a short line of railway to communicate with the Great Northern Railway, diverging from and out of the before-mentioned intended railway, at or near Chantrey Green, in the said parish of Hatfield, and terminating in such parish by a junction with the Great Northern Railway, at or near to Hoxley's Pond. Also a railway branching from and out of the said first-mentioned railway, in the said parish of Hatfield, near to a farm called Legges Farm, passing thence, through, and into the several parishes, townships, and extra-parochial places of Hatfield, Hatfield Hyde, Woodhall, and Digswell, or some of them, in the said county of Hertford, and terminating by a junction with the

Great Northern Railway, in the said parish of Hatfield, at or near the 20th mile of the said Great Northern Railway, as defined on the deposited plans of the said Great Northern Railway referred to in the Great Northern Railway Act, 1846.

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 temporarily or permanently, all such Turnpike Roads, Aqueducts, Canals, Navigations, and Railways, within the places aforesaid, as it may be necessary so to alter, divert, or stop up for the purposes of such Railways and Works. And it is intended to apply for power to levy tolls, rates, and duties for the use of the said Railways, and to grant certain exemptions from such tolls, rates, and duties, and also for the powers usually conferred for the compulsory purchase of the lands 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, for the purpose of enabling the Great Northern Railway Company to execute the powers thereof, to alter, amend, and enlarge some of the powers and provisions of "The Great Northern Railway Act, 1846," and "The Stamford and Spalding Railway Act, 1846," and to enable the said Great Northern Railway Company to raise an additional capital, either by the creation of new shares or otherwise, for the purpose of the said new works, and for the general purposes of the Company.

And notice is hereby further given, that duplicate plans and sections describing the line and levels of the said intended railways and works, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands, and together with a published map with the line of the intended railways delineated thereon, will, on or before the thirtieth day of November instant, be deposited for public inspection at the office of the clerk of the peace at St. Alban's for the liberty of Saint Alban, and at the office of the clerk of the peace for the county of Hertford at Saint Albans.

And that on or before the same thirtieth day of November 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 railways will pass or be situate, together with a book of reference thereto, will be deposited with the parish clerk of each such parish.

Dated this sixth day of November, 1846.

Baxter, Rose, and Norton,
3, Park Street, Westminster.

Johnston, Farquhar, and Leech,
46, Parliament Street, Westminster.

Manchester, Sheffield, and Lincolnshire Railway.
(Ashton Canal Purchase.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act to alter, amend, extend, enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the Sessions of Parliament held respectively in the 7th year of the reign of King William the Fourth, the 5th and 6th, the 6th and 7th, and the 7th and 8th years of the reign of Her present Majesty; and in the last Session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the Session of Parliament held in the 8th and 9th years of the reign of Her said present Majesty, and in the last Session of Parliament; of the Act relating to the Grimsby Docks, passed in the said Session of Parliament held in the 8th and 9th years of the reign of Her said present Majesty; of the Act passed in the last Session of Parliament, authorising the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same Session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the Sessions of Parliament held in the 34th, the 39th, and 40th, and the 45th years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the 7th year of the reign of King George the Fourth; of the Act passed in the last Session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company the said Peak Forest and Macclesfield Canals; of the several Acts relating to the Company of Proprietors of the Canal Navigation from Manchester to or near Ashton-under-Lyne and Oldham, passed respectively in the Sessions of Parliament held in the 32nd, the 33rd, the 38th, the 39th and 40th, and the 45th years of the reign of King George the Third; and of the Act passed in the last Session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; and it is intended by the said Act to enable the Manchester, Sheffield, and Lincolnshire Railway Company, incorporated by the last-mentioned Act, to purchase, or to take on lease in perpetuity, or for a term of years, and in consideration of, and subject to, any rent terms and provisions which have been or may be agreed upon, all and singular, the canal navigation, lands, warehouses, buildings, reservoirs, waters, liberties, privileges, chief, and other rents, tenements and hereditaments, now or at any time hereafter belonging or to belong to the said Company of Proprietors of the Canal Navigation from Manchester to or near Ashton-under-Lyne and Oldham, situate, arising, and being in the several counties of Lan-

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caster and Chester, and elsewhere or any of them, and all the works belonging thereto, and all the estate, right, title and interest of the said last-mentioned Company of Proprietors therein or thereto, and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to exercise and enjoy in perpetuity, or during the continuance of any such lease, as the case may be, all the powers, authorities, and privileges vested in the said last-mentioned Company of Proprietors, and to levy tolls, rates, and duties for the use of said canal, navigation, and works; and to enable the same Company of Proprietors to grant and make, and the said Manchester, Sheffield, and Lincolnshire Railway Company to accept and take such lease or sale as aforesaid, and to enter into and execute all necessary arrangements, deeds, and agreements respecting the same, and for carrying the objects thereof into effect, and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to adopt and secure the whole or part of the debt owing by the said last-mentioned Company of Proprietors, and to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum of money.

Dated the second day of November, 1846.

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

Manchester, Sheffield, and Lincolnshire Railway
(Branch from Ashton-under-Lyne to Oldham.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the Sessions of Parliament held respectively in the 7th year of the reign of King William the Fourth, the 5th and 6th, the 6th and 7th, and the 7th and 8th years of the reign of Her present Majesty, and in the last Session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the Session of Parliament held in the 8th and 9th years of the reign of Her said present Majesty, and in the last Session of Parliament; of the Act relating to the Grimsby Docks, passed in the said Session, held in the 8th and 9th years of the reign of Her said present Majesty; of the Act passed in the last Session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same Session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the Sessions of Parliament held in the 34th, the 39th and 40th, and the 45th years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the 7th year of the reign of King George the Fourth; of the Act passed in the last Session of Parliament for vesting in the said Sheffield, Ashton-under-Lyne, and

Manchester Railway Company the said Peak Forest and Macclesfield Canals; and of the Act passed in the last Session of Parliament for the amalgamation of the said Sheffield, Ashton-under-Lyne and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction, Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; and to authorize the Manchester, Sheffield, and Lincolnshire Railway Company, incorporated by the last mentioned Act, to make and maintain the Railways hereafter mentioned, or some of them, with proper works, approaches, and conveniences connected therewith respectively, that is to say, a Railway commencing by a junction with the Ashton-under-Lyne and Stalybridge Branch of the Sheffield, Ashton-under-Lyne, and Manchester Railway, at or near the easterly side of the Bridge which conveys the said last-mentioned Branch Railway over a street called Whitelands, or Dukinfield Road, in the towns' division of the parish of Ashton-under-Lyne, in the county of Lancaster, and terminating by a junction with the extension, now constructing, of the Oldham Branch of the Manchester and Leeds Railway, in a certain field now or late belonging to Lord Howe, and occupied by Thomas Taylor, Abraham Clegg, and Alexander Taylor, or some of them, at Mumps, in the township of Oldham, in the parish of Prestwich otherwise Prestwich-cum-Oldham, in the said county of Lancaster; which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, divisions, townships, and extra-parochial or other places following, or some of them (that is to say), Ashton-under-Lyne, Prestwich, otherwise Prestwich-cum-Oldham, Ashton-town, Ashton, Audenshaw, Hartshed, Knottlands, Mumps, Lees, Glodwick, Fairbottom, Bardsley, and Oldham, all in the said county of Lancaster; and also a branch or spur, diverging out of and commencing by a junction with the said intended railway, at or near the point where the same is proposed to cross the Manchester and Saltersbrook turnpike road, in the said towns' division of the said parish of Ashton-under-Lyne, and terminating by a junction with the said Ashton-under-Lyne and Stalybridge Branch of the said Sheffield, Ashton-under-Lyne, and Manchester Railway, in the field numbered 129 in the said towns' division, in the plan of the said branch, deposited with the Clerk of the Peace of the county of Lancaster, in the year of our Lord 1843, and which said intended spur and works will pass from, in, through, or into, or be situate wholly within the said towns' division of the said parish of Ashton-under-Lyne, in the said county of Lancaster.

And it is intended by the said Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike or other roads, highways, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, divisions, 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 railways and works or any of them.

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

And it is further proposed by the said intended Act to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that plans and sections of the said intended Railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, in the said county, and that a copy of so much of the plans, sections, and book of reference, as relates to each of the parishes in or through which the said intended Railways and Works, or any of them, are intended to be made, will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated this second day of November, 1846.

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

Manchester, Sheffield, and Lincolnshire Railway
(Branch at Bugsworth, to join the Peak Forest
Canal Tramway, and amendment of Acts).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act or Acts, to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the 7th year of the reign of King William the Fourth, the 5th and 6th, the 6th and 7th, and the 7th and 8th years of the reign of Her present Majesty, and in the last Session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the Session of Parliament held in the 8th and 9th years of the reign of Her said present Majesty, and in the last Session of Parliament; of the Act relating to the Grimsby Docks, passed in the said Session, held in the 8th and 9th years of the reign of Her said present Majesty; of the Act passed in the last Session of Parliament authorizing the construction of the Sheffield and Lincolnshire Junction

Railway; of the Act passed in the same Session authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the Sessions of Parliament held in the 34th, the 39th and 40th, and 45th years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the 7th year of the reign of King George the Fourth; of the Act passed in the last Session of Parliament for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and of the Act passed in the last Session of Parliament for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; and to authorize the Manchester, Sheffield, and Lincolnshire Railway Company, incorporated by the last-mentioned Act, to make and maintain a railway, with proper works, approaches, and conveniences, connected therewith, commencing by a junction with the Whaleybridge Branch of the Sheffield, Ashton-under-Lyne, and Manchester Railway, in or near a Wood, called Carrington Wood, now, or late belonging to Mr. Francis Secchar Gawthorn, situate in the township of Bugsworth, otherwise Chinley Bugsworth, and Brownside, in the parish of Glossop, in the county of Derby, and numbered 46 in the plan and book of reference of the said Whaleybridge Branch, deposited with the Clerk of the Peace of the said county of Derby, in the month of November, 1845, and terminating in the township of Bradshaw Edge, in the parish of Chapel-en-le-Frith, in the said county of Derby, by a junction with the tramway leading from the Peak Forest Canal, to Loads Knowl, at or near a stone quarry, called the Crist Quarry, late the property of the Peak Forest Canal Company, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Glossop, Chapel-en-le-Frith, Bugsworth otherwise Chinley Bugsworth, and Brownside, and Bradshaw Edge, in the county of Derby; and Taxal and Whaley, otherwise Yeadsley-cum-Whaley, otherwise Whaley-cum-Yeadsley, in the county of Chester.

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

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

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

And it is further proposed by the said intended Act or Acts, to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that plans and sections of the said intended railway and works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, 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 Derby, at his office in Chesterfield, and with the Clerk of the Peace for the county of Chester, at his office in Chester; and that a copy of so much of the said plans, sections, and book 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 said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.

And notice is hereby further given, that it is proposed by the said intended Act or Acts to extend the time granted by the said recited Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, of the 7th year of the reign of King William the Fourth, and the 6th and 7th, and 7th and 8th, and the 9th and 10th years of the reign of Her said present Majesty, or some or one of them for the compulsory purchase, and also for the sale of lands, houses, tenements, and hereditaments, authorized to be taken and sold respectively by the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, under the provisions of the last mentioned Acts or Act, within the several parishes, divisions, townships, and extra-parochial or other places following, or some of them (that is to say): Sheffield, Ecclesfield, Tankersley, Silkstone, Peniston, Wortley, Brightside Bierlow, Bradfield, Hunshelf, Oxspring, Thurgoland, Thurlstone, Langsett, Wadsley-Bridge, Birley-Carr, Oughtibridge, Outhwaite, Wharnccliffe Wood, Carlcotes, Bullhouse, Durnford Bridge, Saltersbrook, Glossop, Dinting, Hadfield, Padfield, Simondley, Charlesworth, Mottram-in-Longdendale, Stockport, Godley, Hattersley, Newton, Matley, Tintwisle, Dukinfield, Hyde, Woodhead, and Flowery-field, Manchester, Ashton-under-Lyne, Gorton, Audenshaw, Ardwick, Openshaw, Ashton-Town, Ashton, Hartshead, and Stalybridge, or some of them, in the respective counties of Lancaster, Chester and Derby, and the West Riding of the county of York.

And it is further proposed by the said intended Act or Acts to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise and contribute money towards the construction of the Manchester, Buxton, Matlock, and Midlands Junction Railway, and to authorize the said Manchester, Sheffield, and Lincolnshire Railway Company to nominate and appoint a Director of the said Manchester, Buxton, Matlock, and Midlands Junction Railway Company.

And it is further proposed by the said intended Act or Acts to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum or sums of money for the general purposes of the undertaking.

Dated this second day of November, 1846.

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

Manchester, Sheffield, and Lincolnshire Railway
(Station Approach, in Manchester.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the Sessions of Parliament held respectively in the 7th year of the reign of King William the Fourth, the 5th and 6th, the 6th and 7th, and the 7th and 8th years of the reign of Her present Majesty, and in the last Session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the Session of Parliament held in the 8th and 9th years of the reign of Her said present Majesty, and in the last Session of Parliament; of the Act relating to the Grimsby Docks, passed in the said Session of Parliament held in the 8th and 9th years of the reign of Her said present Majesty; of the Act passed in the last Session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same Session authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the Company of Proprietors of the Peak Forest Canal, passed respectively in the Sessions of Parliament held in the 34th, the 39th and 40th, and the 45th years of the reign of King George the Third; of the Act relating to the Company of Proprietors of the Macclesfield Canal, passed in the 7th year of the reign of King George the Fourth; of the Act passed in the last Session of Parliament for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company the said Peak Forest and Macclesfield Canals; of the several Acts relating to the Company of Proprietors of the Canal Navigation, from Manchester to or near Ashton-under-Lyne and Oldham, passed respectively in the Sessions of Parliament held in the 32nd, the 33rd, the 38th, the 39th and 40th, and the 45th years of the reign of King George the Third; and of the Act passed in the last Session of

Parliament for the amalgamation of the said Sheffield, Ashton-under-Lyne and Manchester, Sheffield and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company.

And to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to make a Railway communication, with proper works, approaches, and conveniences connected therewith, from the joint Station of themselves and the London and North Western Railway Company, adjoining to and on the southerly side of Store Street, in the township and parish of Manchester, in the county of Lancaster, to certain lands purchased to afford additional Station accommodation for the said Manchester, Sheffield and Lincolnshire Railway Company, adjoining to and on the northerly side of Store Street aforesaid, by means of a viaduct across the same street, all in the said township and parish of Manchester, in the county of Lancaster; and also to enable the said Manchester, Sheffield, and Lincolnshire Railway Company, to make a Railway communication with proper works, approaches, and conveniences connected therewith from the said London and North Western Railway, at a point at or near Travis Street, in the said township and parish of Manchester, as well to the said joint Station as to the said additional Station, by means of a viaduct to and upon the said joint Station; and to lay rails and make a Railway over or upon the said viaducts respectively, and over and upon the said joint Station, all in the said township and parish of Manchester, in the county of Lancaster.

And it is intended by the said Act to take power to stop up, alter, or divert, whether temporarily or permanently, all turnpike and other roads, streets, highways, railways, tramways, aqueducts, canals, streams and rivers, within the aforesaid township and parish, which it may be necessary to stop up, alter, or divert, by reason of the construction of the said works, or any of them.

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

And it is further proposed by the said intended Act, to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that plans and sections of the said intended Railway and

works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans containing the names of the owners, or reputed owners, lessees, or reputed lessees, and occupiers of such lands and houses, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace for the county of Lancaster, at his office in Preston, and that a copy of the said plans, sections, and book of reference will be deposited, on or before the said thirtieth day of November, with the parish clerk of the parish of Manchester, at his place of residence.

Dated this second day of November, 1846.

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

London and North Western Railway. (Birmingham and Lichfield Line, with Branches to join the Trent Valley and South Staffordshire Railways, and Amendment of Acts.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next Session, for an Act to authorize and empower the London and North Western Railway Company to make, maintain, work, and use the several Railways hereinafter mentioned, or some of them, with all proper roads, approaches, works, and conveniences connected therewith respectively, that is to say, firstly, a Railway or Railways, commencing by a junction with that part of the London and North Western Railway heretofore called the Grand Junction Railway, near Nechell's Green, in the township of Aston, in the parish of Aston-nigh-Birmingham, in the county of Warwick, and terminating by a Junction with the South Staffordshire Railway, at or near St. John Street, in the parish of St. Michael, Lichfield, in the city and county of the city of Lichfield, and passing from, in, through, or into the parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Birmingham, Aston, Aston-juxta-Birmingham, Aston Manor, Witton, otherwise Wilton, Upper Witton, Lower Witton, Neachells, otherwise Nechells, Duddeston and Nechells Duddeston, otherwise Dudston, Deritend and Bordesley, Deritend, Bordesley, Saltley and Washwood, Washwood Heath, Saltley, Little Bromwich, Castle Bromwich, Small Heath, Ward End, Erdington, Gravelly Hill, Park Hall, Oscott New College, Water Orton, otherwise Water Overton, Pipe Hays, Berwood, Sutton Coldfield, Great Sutton, Little Sutton, Sutton Park, The Coldfield Pens, Hill-Doe Bank, Cooper's Wood, Warmley, Wylde Green, Maney, Langley Hill, and Four Oaks, all in the County of Warwick; Handsworth, Perry Barr, Birch-fields, Aldridge, Thorne Hill, Queaslet, or Queeslet, Hardwick, Oscott, Great Barr, Little Aston, Mill Green, The Bosses, Lower Stonnall, Upper Stonnall, otherwise Over Stonnall, Stonnall, Lynn, Hilton, Shenstone Lodge, Shenstone Park, Shenstone Hall, Knowle Hill, Shenstone, Bury Hill, Bull Moor Lane, Chesterfield, Ogle Hay, Weeford, Swinfen, Pack-

ington, Swinfen and Packington, St. Michael, Wall, Wall Butts, otherwise Wall Budds, Burntwood Edial and Woodhouses, Burntwood, Edial, Woodhouses, Hammerwich, Pipe-cum-Membris, Pipa Parva, Pipa Magna, Pipe Place, Pipe Hill, Freeford, Fulfen, Streethay, St. Chad, otherwise Stowe, Curborough, Elmhurst, Curborough and Elmhurst, The Close, Lichfield and West Bromwich, all in the county of Stafford; and Lichfield, St. Michael, Pipe Hill, Pipe-cum-Membris, Freeford, Fulfen, St. Mary, St. Chad, Stowe, St. Chad, otherwise Stowe, Curborough, Elmhurst, Curborough and Elmhurst, The Close, Lichfield, and the Friary, all within the city and county of the city of Lichfield. Secondly, a Railway or Railways commencing at or near the point where the road from Thatcher's Barn to Freeford crosses the Wyrley and Essington Extension Canal, in the parish of St. Michael Lichfield, in the said county and city of Lichfield, and terminating by a Junction with the South Staffordshire Railway, at or near the Bone House, in the said parish of St. Michael Lichfield, in the said city and county of Lichfield, which said intended railway or railways, and other works connected therewith, will be situate within the said parish of St. Michael Lichfield, in the said county and city of Lichfield; and, thirdly, a railway or railways, commencing at or near St. John Street, in the parish of St. Michael Lichfield, in the said county and city of Lichfield, and terminating by a junction with the Trent Valley Line of the London and North Western Railway, at or near the road leading from Stich Brook to Curborough Hall, in the Parish of St. Chads, commonly called Stowe Church, in the said county and city of Lichfield, which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the parishes of St. Michael, Lichfield, and St. Chad's, or Stowe Church, Lichfield; and, fourthly, a railway or railways, diverging out of the Railway thirdly hereinbefore described, at or near St. Chad's, commonly called Stowe Church, in the county of the city of Lichfield, and terminating by a junction with the said Trent Valley Line of the London and North Western Railway, near Pone's Mill, in the parish of St. Michael, Lichfield, in the county of Stafford, which said intended railway or railways, and other works connected therewith, will pass from, in, through, or into, or be situate within the parishes townships, and extra-parochial or other places following, or some of them (that is to say), St. Chad's or Stowe Church Lichfield, and St. Michael Lichfield, in the city and county of the city of Lichfield, and Sheethay and St. Michael Lichfield, in the county of Stafford.

And notice is also hereby given, that it is proposed by the said intended Act to empower the said London and North Western Railway Company to abandon so much of the line of Railway authorised by "The Birmingham, Lichfield, and Manchester Railway Act, 1846," to be made, as may be rendered unnecessary by the construction of the said proposed new Railway or Railways hereinbefore mentioned.

And notice is also hereby given, that it is pro-

posed by the said intended Act to empower the said London and North Western Railway Company to raise such additional capital as may be necessary for the purposes of the undertakings hereinbefore described, and for the general purposes of the said Company.

And notice is also hereby given, that it is proposed by the said intended Act that the said London and North Western Railway Company shall take powers to cross, alter, vary, divert, or stop up all such turnpike roads, streets, highways, railways, tramroads, and other roads or ways, paths, passages, cuts, canals, navigations, rivers, brooks, streams, sewers, drains, waters, and water-courses, and to form such junctions with other existing or intended Railways within the several parishes, townships, and extra-parochial or other places before mentioned, as it may be necessary or expedient so to cross, alter, vary, divert, stop up, or form, for the purposes of the said proposed Railways, works, conveniences, and approaches, or any or either of them, or any part thereof: and also powers for the compulsory purchase of lands, houses, buildings, or other property which may be required for the construction, use, and maintenance of the said proposed Railways, works, conveniences, and approaches, or any or either of them, or any part thereof, and to vary or extinguish all rights and privileges, in any manner connected with such lands, houses, buildings, or other property which may or would in any manner interfere with the purposes of the said intended Act, and to confer other rights and privileges; and also powers to levy tolls, rates, duties, and charges, on or for the use of the said proposed Railways, works, conveniences, and approaches, or any or either of them, or any part thereof, and to alter existing tolls, rates, duties, and charges, and to confer or vary exemptions from the payment of such tolls, rates, duties, and charges, or any of them: and it is intended by the said Act to alter, amend, extend, and enlarge some of the powers and provisions of the said Birmingham, Lichfield, and Manchester Railway Act, 1846, and also of an Act passed in the Session held in the ninth and tenth years of the reign of her present Majesty, entitled, "An Act to consolidate the London and Birmingham, Grand Junction, and Manchester and Birmingham Railway Companies," and also the several Acts relating to the said London and Birmingham, Grand Junction, and Manchester and Birmingham Railways, or the London and North Western Railway, or some of them, that is to say, "local and personal Act, eight and nine Victoria, cap. 156, and local and personal Acts, nine and ten Victoria, caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396."

And further notice is also hereby given, that maps, plans, and sections and duplicates thereof, describing the direction, lines, and levels, of the said proposed railways, works, conveniences, and approaches, and the lands which may be taken for the purposes thereof, together with books of reference to such plans containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands respectively, will be de-

posited on or before the thirtieth day of November, of the present year, with the Clerk of the Peace for the county of Warwick, at his office, at Stratford-on-Avon; 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 the city of Lichfield, at his office, in Lichfield; and that a copy of so much of the said plans, sections, and books of reference respectively, as relates to each of the parishes in or through which the said Railways, works, conveniences, and approaches are intended to be made, will be deposited with the parish clerk of each such parish, at his residence, on or before the thirtieth day of November aforesaid.

Dated the Sixth day of November, 1846.

Clay, Swift, and Wagstaff, Solicitors, Liverpool.

Leeds, Dewsbury, and Manchester Railway, (Extension to Wakefield, and Junction at Methley with the Wakefield, Pontefract, and Goole, and the York and North Midland Railways.)

NOTICE is hereby given, that application is intended to be made to Parliament, in the ensuing Session, for an Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of "The Leeds, Dewsbury, and Manchester Railway Act, 1845," and "The Leeds, Dewsbury, and Manchester Railway (Deviations and Branches) Act, 1846," and to authorize the Leeds, Dewsbury, and Manchester Railway Company to make and maintain the railways following, or one of them, with all proper works, approaches, and conveniences connected therewith; that is to say, a railway commencing at and by a junction with the said Leeds, Dewsbury, and Manchester Railway, as authorized to be constructed by the said first-mentioned Act, at or near a place called Simons Bottoms, in the township of Churwell, and parish of Batley, in the West Riding of the county of York, and terminating by three several junctions with the Manchester and Leeds Railway as follows, that is to say, one of such junctions at or near the intended station of the said Manchester and Leeds Railway, in the township and parish of Wakefield, in the said riding; another of such junctions at or near the point where the said Manchester and Leeds Railway crosses a certain public highway commonly called Thornes Lane, in the township of Alverthorp-with-Thornes, in the parish of Wakefield aforesaid; and the third of such junctions at or near the intended eastern point of junction of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, as already authorized by Parliament, with the said Manchester and Leeds Railway, in the township of Horbury, and parish of Wakefield aforesaid, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Batley, Churwell, Morley, Rothwell, Middleton, Thorpe, Lofthouse-cum-Carlton, West Ardsley, otherwise Woodkirk or Woodchurch, East

Ardsley, Wakefield parish, Wakefield township Stanley - cum - Wrenthorpe, Alverthorpe - with-Thornes, and Horbury, all being within the said West Riding of the county of York; also a junction railway from and out of the said intended railway, commencing at or near Lingwell Nook, in the township of Lofthouse-cum-Carlton, in the parish of Rothwell aforesaid, and terminating by the two several junctions following, that is to say, one of such junctions with the Methley Branch of the Wakefield, Pontefract, and Goole Railway, as already authorized by Parliament, at or near the point where the said branch is intended to cross the river Calder; and the other of such junctions with the York and North Midland Railway, at or near the point where the said last-named railway crosses the said river Calder, each of such last-mentioned junctions being in the township and parish of Methley, in the said West Riding of the county of York, which said junction railway will pass from, in, through, or into, or be situate within, the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say, East Ardsley, Rothwell, Rothwell-cum-Royds, Lofthouse-cum-Carlton, Oulton-cum-Woodlesford, Stanley-cum-Wrenthorp, and Methley, all being within the said West Riding of the county of York.

And it is also intended by such Act 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 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 to authorise and enable the said Leeds, Dewsbury, and Manchester Railway Company to purchase lands and houses by compulsion or agreement, for the purposes aforesaid; and to levy tolls, rates, and duties for the use of the said intended railway and junction railway and works, and to grant certain exemptions from the payment of tolls, rates, and duties. And it is also intended by the said Act to enable the said Leeds, Dewsbury, and Manchester Railway Company to raise a further sum of money for the purposes aforesaid, or any of them.

And it is also intended by the said Act to grant and secure to the Great Northern Railway Company (incorporated 1846) the right of passage for all traffic passing to and from the Great Northern Railway, or any of its branches or extensions, on such reasonable terms as have been or may be agreed on for that purpose, over and along the said

intended railway and junction railway, or any part of them, and also over and along so much of the main line of the said Leeds, Dewsbury, and Manchester Railway as lies between the proposed station of the said Great Northern Railway in the town of Leeds aforesaid and the point of commencement of the said first-mentioned intended railway at or near Simons Bottoms aforesaid. And it is intended by such Act to alter, amend, extend, and enlarge, so far as may be necessary for the several purposes aforesaid, the powers and provisions of the several Acts following, or one of them, that is to say, "The Great Northern Railway Act, 1845," (passed in 1846), and "The Stamford and Spalding Railway Act, 1846."

And Notice is hereby further given, that maps, plans, and sections of the said intended railway, junction 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 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, junction railway, branch railway, and works are intended to be made, will also be deposited, on or before the thirtieth day of November, in the present year, with the Parish Clerks of those parishes respectively, at their respective residences.

Dated this ninth day of November, 1846.

Atkinson, Dibb, and Bolland, Leeds, Solicitors.
E. L. Hesp, Huddersfield, Solicitor.

The Liverpool Guardian Gas Company.

NOTICE is hereby given that application is intended to be made to Parliament in the next Session for an Act to establish and incorporate a Company for lighting with Gas the town and parish of Liverpool, in the county of Lancaster, and such parts of the respective townships or places of Everton, Kirkdale, West Derby, and Toxteth Park, as are included within the Parliamentary boundary of the borough of Liverpool, and to authorize such Company to make and supply Gas accordingly, and to raise, levy, and collect rates or rents for the same, with all other necessary and usual powers, rights, and privileges; and it is also intended to vary or extinguish all existing rights or privileges which may interfere with or impede the execution of the purposes aforesaid.

Dated the thirtieth day of October, 1846.

Clay, Swift, and Wagstaff,
Solicitors for the Bill.

London and North Western Railway (lease and purchase of the Huddersfield and Manchester Railway and Canal, and the Leeds, Dewsbury, and Manchester Railway).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Huddersfield and Manchester Railway and Canal Company, and the Leeds, Dewsbury, and Manchester Railway Company, respectively, to demise or lease for any term or number of years, and also to sell, dispose of, and absolutely make over to the London and North Western Railway Company, and to enable the said London and North Western Railway Company to accept a lease of, and to purchase and take the Huddersfield and Manchester Railway and Canal, and the Leeds, Dewsbury, and Manchester Railway, or either of them, and any branch extension or other railways or works belonging to, or which may be authorized to be carried into effect by the said Companies respectively; by any Act or Acts already passed, or to be passed in the next session of Parliament, and all the property and effects of, and all powers, rights, and privileges belonging to, or hereafter to belong to the said Huddersfield and Manchester Railway and Canal Company; and to the said Leeds, Dewsbury, and Manchester Railway Company respectively; and to have, use, exercise, and enjoy all such powers, rights, and privileges, and to disincorporate the said last-mentioned Companies respectively, or either of them; and to amalgamate the said Companies, and each or either of them, with, and into the said London and North Western Railway Company, and to enable the said London and North Western Railway Company, and the said other Companies respectively, or some of them, to amalgamate and consolidate themselves (with, and subject to all the rights, powers, privileges, liabilities, engagements, undertakings, property, and effects of the same Companies respectively) into one Company, to be incorporated for that purpose.

And it is proposed by the said Act, to obtain power to alter, vary, and regulate the rates, tolls, and duties at present demandable, or receivable for the use of the said several railways and canal respectively; and to enable the said amalgamated Company, or the said new Company, so to be incorporated to levy and receive the same, or other tolls, rates, or duties, in or upon, or in respect of the said several railways and canals, or the said consolidated undertaking respectively; and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges; and to extend and make applicable to the said amalgamated Companies, or the said new Company, and to all the property, works, matters, and things belonging thereto, or connected therewith respectively; all or some of the powers and provisions of the several Acts hereinafter mentioned, relating to the said several Companies respectively, and also to obtain such other powers and authorities, as may be requisite or expedient for better effecting the several purposes aforesaid.

And it is also intended by the said Act, to

obtain powers to enable the said London and North Western Railway Company, and the said amalgamated Companies, or the said new Company to raise money by the creation of new or additional shares in the said London and North Western Railway Company, or in the said amalgamated Companies, or in the said new Company, or by mortgage or otherwise, as well as for adjusting and equalizing and effecting the arrangements or otherwise, for the purposes of the said amalgamation or consolidation, as also for the general purposes of the said amalgamated Companies, or of the said new Company, and also to convert the capital and shares of the said amalgamated Companies or of the said new Company, or any part or parts thereof into stock.

And it is intended by such Act, to enable the said several Companies, or any of them to enter into such mutual arrangements as may be necessary or expedient for carrying out the objects aforesaid, or any of them; and also to carry into effect and confirm any agreements, or arrangements made, or hereafter to be made, between the said several Companies, or any of them, for or in respect of the traffic passing, or which may pass on the lines or works of such several Companies, or any, or either of them, and with respect to the use and occupation of such railways and canal respectively, or any of them, or to the passage of traffic to, from, and along the same or any of them, and to the tolls, rates, and duties, payable in respect thereof.

And it is intended by the said Act, to alter, amend, extend, and enlarge some of the powers and provisions of the Huddersfield and Manchester Railway and Canal Act, 1845, the Huddersfield and Manchester Railway and Canal (Huddersfield Diversion and Cooper Bridge Branch) Act, 1846; the Huddersfield and Manchester Railway and Canal (Oldham Branch) Act, 1846; the Leeds, Dewsbury, and Manchester Railway Act, 1845; and the Leeds, Dewsbury, and Manchester (Deviations and Branches) Railway Act, 1846; and also of an Act passed in the session held in the ninth and tenth years of the reign of her present Majesty, intituled "An Act to consolidate the London and Birmingham Grand Junction and Manchester and Birmingham Railway Companies." And also the several Acts relating to the said London and Birmingham Grand Junction and Manchester and Birmingham Railways, or the London and North Western Railways, or some of them, that is to say, local and personal Act, 8th and 9th Vict. cap. 156; and local and personal Acts, 9th and 10th Vict. caps. 67, 80, 82, 152, 182, 184, 193, 231, 232, 233, 244, 248, 261, 269, 309, 328, 331, 359, 368, 369, and 396.

Dated this seventh day of November, 1846.

Worthington, Earle, and Berry, Manchester.

Brook and Freeman, Huddersfield.

Atkinson, Dibb, and Bolland, Leeds.

E. L. Hesp, Huddersfield.

Slater and Heelis, Manchester.

Birkenhead, Lancashire, and Cheshire Junction Railway.

Deviation of Main Line and Chester Branch; New Branches to London and North Western Railway, and to the Birkenhead Docks, for Station at Birkenhead; and to divert a Public Road in the parish of Runcorn.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers, restrictions, and provisions of "The Birkenhead, Lancashire, and Cheshire Junction Railway Act, 1846," and to enable the Company incorporated thereby to make certain deviations in the line of the railway and branches authorized by the said Act: that is to say, a deviation of the main line of the said railway, commencing at or near the north corner of the field (being No. 2 in the plan of the said main line which was deposited with the respective Clerks of the Peace for the counties of Chester, city of Chester, and Lancaster, on or before the thirtieth day of November 1845) in the township of Warrington and parish of Warrington, in the county of Lancaster, and terminating at or near a field (No. 179 in the said plan of the said main line in the township of Poulton-with-Fearnhead, and parish of Warrington, in the said county of Lancaster, which said deviation line of railway will pass from, in, through, or into the parish of Warrington, and the said townships of Warrington and Poulton-with-Fearnhead, or some of them, in the county of Lancaster. A deviation of the Chester branch of the said railway as authorized by the said Act, commencing at or near the Chester and Birkenhead Railway Station, in the parish of Saint Oswald, in the county of the city of Chester, and terminating by a junction with the main line of railway at or near a field (No. 29 on the said plan of the said main line) in the township of Helsby, and parish of Frodsham, in the county of Chester; which said deviation line of railway will pass from, in, through, or into the several parishes, townships, and extra-parochial, or other places, of Saint Oswald, Saint John the Baptist, and Great Boughton, in the county of the city of Chester, Saint Oswald, Saint John the Baptist, Great Boughton, Newton otherwise Newton by Chester, Hoole, Plemstall otherwise Plemondstall, Guilden, Sutton, Mickle Trafford, Bridge Trafford, Wimbolds Trafford, Barrow, Thornton otherwise Thornton in the Moors, Dunham-on-the-Hill, Hapsford, Frodsham, and Helsby, or some of them, in the county of Chester.

And it is proposed by the said intended Act, to authorize the said company to abandon the formation of, and to relinquish the whole of the said Branch Railway, called the Chester Branch, and the whole of the Branch at Warrington, intended to have been made to the Grand Junction Railway (now called the London and North-Western Railway), which branches respectively are by the said Act authorized to be made, and so much of the said main line of railway as will become unnecessary in consequence of the construction of such deviation lines of railway respectively.

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And it is also proposed, by the said intended Act, to enable the said company to construct and maintain the following branch railway from and out of the main line of railway authorized by their existing Act; that is to say, a branch railway to commence at or near a field (being No. 115 on the said plan of the said main line), in the township of Norton, and parish of Runcorn, in the county of Chester, and to terminate by a junction with the line of railway now called the London and North Western Railway, at or near Kekewick in the township of Kekewick, and parish of Runcorn, in the said county of Chester, which said branch railway will pass from, in, through, or into the several townships and extra-parochial places of Norton and Kekewick, and the parish of Runcorn, or some of them in the said county.

And also to construct and maintain a railway or branch railway, to commence by a junction with proposed extension of the Chester and Birkenhead railway, at or near to Bridge End, in the township or chapelry of Birkenhead, in the county of Chester, and to terminate at or upon the south-east side of land and premises belonging to the Birkenhead Dock Company, or the Corporation of Liverpool, one or both of them, in the township or chapelry of Birkenhead aforesaid, which said railway or branch railway will be wholly within the township or chapelry of Birkenhead aforesaid.

And it is also proposed by such intended Act, to take power to divert to the extent and in the manner which will be shewn on the plans and sections to be deposited as hereinafter mentioned, the public road leading from the turnpike-road at or near the Sutton Bridge of the Weaver Canal, in the township of Sutton, in the parish of Runcorn, in the county of Chester, to another public road which leads from the said turnpike-road to Rock Savage and Runcorn, in the said parish of Runcorn, and to stop up and discontinue so much of the said public road as will become unnecessary in consequence of such diversion; and also to stop up, alter, or divert, whether permanently or temporarily, 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 also to enable the said company to levy tolls, rates, and duties in respect of the said intended new works, and to alter or vary the existing tolls, rates, and duties granted to the said company, and to confer exemptions from the payment of such tolls, rates, and duties respectively.

And also to enable the said company to purchase, by compulsion or otherwise, lands and houses for the several purposes aforesaid, or some of them, and to vary or extinguish all existing rights or privileges connected with such lands and houses, or with any other lands and houses which the said company may be authorized to purchase under the provisions of the said intended Act, or which would in any manner impede or interfere

with the execution of the several purposes aforesaid and to confer other rights and privileges.

And also to enable the said company to contract and agree for the purchase of, or otherwise to confirm a contract or agreement, or contracts or agreements, for the purchase of, or otherwise to purchase by compulsion certain land and property situate at Bridge End, in the township or chapelry of Birkenhead aforesaid, and to construct a station upon such land and property, or some part or parts thereof.

And also to enable the said company to contract and agree with the said London and North-Western Railway Company for affording facilities, and for the working of traffic, or permitting traffic to be worked over the lines of the said London and North-Western Railway Company, or some portion or portions thereof.

And also to enable the said company in the construction of the said railways, as authorized by their existing Act, to substitute solid embankments for arches, or viaducts, and open cuttings for tunnels, with the consent of the owners of the property wherein the same respectively may be situate.

And also to enable the said company to raise a further sum of money for the purposes aforesaid, and for the general purposes of the said undertaking.

And notice is hereby further given, that on or before the thirtieth day of November, in the present year, maps, plans, and sections of the proposed deviations and new branches, and diversion of road, and of the proposed new station, and of the lands to be taken for such purposes respectively, together with a book 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, with the Clerk of the Peace for the county of Chester, at his office at Chester; and with the Clerk of the Peace for the county of the city of Chester, at his office at Chester; and with the Clerk of the Peace for the county of Lancaster, at his office at Preston; and on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes in or through which the intended works will be made, will be deposited for public inspection with the parish clerks of such parishes respectively, at their respective places of abode.—Dated the fourth day of November 1846.

Lloyd and Wain, Solicitors for the Bill.

Birkenhead Dock Company and Herculaneum Dock Company Amalgamation.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize and empower the union and consolidation into one company of the Birkenhead Dock Company, and the Herculaneum Dock Company, and for incorporating a new company for the purpose of carrying into execution the undertakings of such two companies, and for vesting in such new or consolidated company all

the docks, works, lands, property, capital, stock, shares, estate and effects of the said two companies, and all the rights, powers, privileges, and authorities now vested in and exercised or enjoyed by such respective companies, and for enabling such new or consolidated company to levy the tolls, rates, and duties granted to the said two companies respectively in the same manner and subject to the same powers, restrictions, obligations, and liabilities as the said two companies respectively may now levy the same; and to empower such new or consolidated company, to grant, for a longer term of years than is prescribed by the Acts hereinbefore mentioned, the warehouses, wharfs, buildings and property belonging to the said two companies respectively, or any of them, or any part thereof.

And it is intended to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of "the Birkenhead Dock Company Act, 1845," and "the Herculaneum Dock Act, 1846."

Dated the sixth day of November, 1846.

Mallaby and Townsend, Solicitors for the Bill.

Birkenhead Improvement Gas Works, with power to purchase the Birkenhead and Cloughton Gas Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, that is to say, an Act passed in the third and fourth years of King William the Fourth, intituled, "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act passed in the first and second years of the reign of Her present Majesty, intituled, "An Act to amend an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled, "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" another Act passed in the fifth year of the reign of Her present Majesty, intituled, "An Act to authorize the purchase of a certain ferry, called Woodside Ferry, by the Commissioners for the improvement of the township or chapelry of Birkenhead, in the county palatine of Chester, and for amending the Improvement Acts for the said township;" another Act passed in the sixth year of the reign of Her present Majesty, intituled, "An Act for extending the powers of the Commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Cloughton-cum-Grange, and part of the township of Oxton, in the same county, within their jurisdiction;" another Act passed in the same year, intituled, "An Act for establishing a Cemetery in Birkenhead and Cloughton-cum-

Grange, or one of them, in the county of Chester," and another Act passed in the seventh year of Her present Majesty's reign, intituled, "An Act to authorize the purchase of Monk's Ferry by the Commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester, and for amending the Acts relating to the said Commissioners," and an Act passed in the last session of Parliament, intituled, "An Act for altering, amending, and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester."

And it is proposed by the said intended Act, to enable the commissioners to contract and agree with the Birkenhead and Claughton Gas and Water Company, for the purchase of and to purchase, and to enable the said company to contract and agree with the said commissioners for the sale of and to sell the gas works, gasometers, gas mains, gas pipes, and other property, estate, and effects connected with the gas works, now or at any time hereafter belonging to the said Birkenhead and Claughton Gas and Water Company, and all the rights, powers, privileges, and authorities of such last-mentioned company of, in, and in relation to the same, and to vest the same in the said commissioners, and to enable the said commissioners to have, use, exercise, and enjoy all the powers, privileges and authorities vested in the said company as regards the said gas works, and as well such as relate to the manufacture and supply of gas, as also such as relate to the levying of rates and rents for such supply, and for such purpose it is intended to alter, amend, and enlarge, or to repeal some of the powers and provisions of an Act passed in the session of Parliament held in the fourth and fifth years of the reign of Her present Majesty, intituled "An Act for supplying Birkenhead and other townships in the hundred of Wirrall, in the county of Chester, with gas, and for supplying Birkenhead, aforesaid, with water" so far as relates to the gas works established under the authority of the said Act, and if need be; to dissolve the said company.

And it is also proposed by the said intended Act, to enable the said commissioners to afford a better supply of gas to the inhabitants of Birkenhead, Claughton-cum-Grange, and part of Oxton, aforesaid, and for such purposes to continue and maintain or to enlarge and extend the works so to be purchased by them as aforesaid.

And it is also intended by the said Act, to enable the said commissioners to levy and charge rates and rents in respect of the supply of gas to be afforded by them as aforesaid, and otherwise for the purposes of the said hereinbefore mentioned Acts and the said intended Act, and to alter, extend, or vary the rates, rents, or charges which the said Birkenhead and Claughton Gas and Water Company are, by the said Act incorporating the said company, authorized to levy and receive in respect of the supply of gas afforded by them under the authority of the same Act, and to confer, vary,

or extinguish exemptions from the payment of rates, rents, or charges and other rights and privileges as may be found expedient.

And power will also be taken by the said intended Act, to enable the said commissioners to raise a further sum of money for the purposes aforesaid.—Dated this fourth day of November 1846.

Lloyd and Wain, Solicitors for the Bill.

Birkenhead Improvement Acts Amendments, for the purchase of property for sanatory purposes.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts following, that is to say, an Act passed in the third and fourth years of King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county Palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" and another Act passed in the first and second years of the reign of Her present Majesty, intituled "An Act to amend an Act passed in the third year of the reign of His late Majesty King William the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and otherwise improving the township or chapelry of Birkenhead, in the county Palatine of Chester, and for regulating the police thereof, and for establishing a market within the said township;" another Act passed in the fifth year of the reign of Her present Majesty, intituled "An Act to authorize the purchase of a certain ferry, called 'Woodside Ferry,' by the commissioners for the improvement of the township or chapelry of Birkenhead, in the county Palatine of Chester, and for amending the improvement Acts for the said township;" another Act passed in the sixth year of the reign of Her present Majesty, intituled "An Act for extending the powers of the commissioners of the township of Birkenhead, in the county of Chester, and for including the township of Claughton-cum-Grange, and part of the township of Oxton, in the same county, within their jurisdiction;" another Act passed in the same year, intituled "An Act for establishing a cemetery in Birkenhead, and Claughton-cum-Grange, or one of them, in the county of Chester;" and another Act passed in the seventh year of Her present Majesty's reign, intituled, "An Act to authorize the purchase of Monk's Ferry, by the commissioners for the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton, in the county of Chester;" and an Act passed in the last session of Parliament, intituled "An Act for altering, amending, and enlarging the several Acts relating to the improvement of Birkenhead, Claughton-cum-Grange, and part of Oxton in the county of Chester" aforesaid, and to grant other rights and privileges.

And power will also be taken by the said Act, to enable the said commissioners to levy rates or assessments upon the owners and occupiers of pro-

erty within the said district, and to grant exemptions from the payment of such rates and assessments, and to alter or vary the rates and assessments granted by the said recited Acts, or some of them, and to raise a further sum of money on the credit of the rates, assessments, and property now vested, or hereafter to be vested, in them for the purposes aforesaid, and for effectually carrying out the several purposes of the said recited Acts.—Dated this sixth day of November 1846.

Joseph Mallaby, Clerk of the Commissioners.

Birkenhead Commissioners Dock Acts Amendment.

(As to construction of Sea Wall along Wallasey Pool.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act, to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Birkenhead Commissioners Docks, passed, respectively, in the sessions of Parliament, held in the seventh and eighth, and eighth and ninth years of the reign of Her present Majesty; and if need be, of the Birkenhead Dock Company's Act, passed in the last-mentioned session of Parliament, and to give to the commissioners acting in the execution of the said first-mentioned Acts, further and additional powers with reference to the construction of a sea wall or sea walls along the north and south sides of Wallasey Pool, as authorized by the said last-mentioned Act; and for regulating the payment for the same, and to enable the said commissioners to enter into arrangements and agreements with the Birkenhead Dock Company, and with other the owners of lands and property fronting upon and adjoining to the said Wallasey Pool, for or relating to the construction of the said walls, and for or relating to the raising of money for the purposes thereof; and also to authorize the owners for the time being of such lands and property, to advance money for such purposes, and if they shall so think fit, to mortgage their respective lands and property for such purposes, or to grant rent-charges or annuities from, upon, and out of such lands and property for and towards the construction of the said sea walls; and also to enable the said commissioners, if they shall think fit, instead of constructing the said sea walls, or any part thereof, to sink and construct piles or other works upon or along the banks of the said Wallasey Pool, or any part thereof.—Dated the sixth day of November 1846.

Joseph Mallaby, Clerk to the Commissioners.

Newmarket and Chesterford Railway.

(Extension to Bury St. Edmund's, with a branch to Ely. With powers of sale or lease to the Eastern Counties Railway 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

and empower the Newmarket and Chesterford Railway Company, to construct, as an extension of their line from Chesterford to Newmarket, authorized to be made by an Act of the last session of Parliament, a railway, with all proper works and conveniences to commence by a junction with the Newmarket and Chesterford Railway, near the present terminus thereof, at the town of Newmarket, in certain fields the property of His Grace the Duke of Rutland, in the parish of Wood Ditton, in the county of Cambridge; and to pass from thence, in, through, or into the several parishes, townships, extra-parochial and other places of Newmarket, All Saints, Wood Ditton, Cheveley, Ashley, otherwise Ashley-cum-Silverley, and Kennet, or some of them, all in the county of Cambridge; Moulton, Kentford, Gazeley, Higham, Cavenham, otherwise Canham, Barrow, Risby, Great Saxham, Little Saxham, Hengrave, Fornham Saint Genevieve, Fornham Saint Martin, Fornham All Saints, Westley, Saint Mary Bury Saint Edmund's, and Saint James' Bury Saint Edmund's, or some of them, all in the county of Suffolk; and to terminate by a junction with the Eastern Union, or Ipswich and Bury Saint Edmund's Railway, at the terminus thereof, near to the said town of Bury Saint Edmund's, in the said county of Suffolk.

And also a branch railway, with all proper works and conveniences which it is proposed shall leave the first mentioned intended line of railway, near to the said town of Bury Saint Edmund's, at or adjoining to the boundary between the said parishes of Westley and Saint James' Bury Saint Edmund's, where the same is intersected by the said first mentioned intended railway, and proceed from thence wholly through the said parishes of Westley and Saint James' Bury Saint Edmund's, or one of them, and terminate in a field or close, called Bloomfield's Paddock, adjoining Saint Andrew's-street and Spring-lane, in the said parish of Saint James' Bury Saint Edmund's.

And also another branch railway, with all proper works and conveniences, which it is proposed shall leave the first mentioned intended line of railway, in a certain field, belonging to and in the occupation of John Wellsman, in the said parish of Kentford, in the county of Suffolk; and proceed thence from, in, through, or into the several parishes, townships, extra parochial, and other places of Kentford, Herringswell, Freckanham; and a piece or parcel of land, commonly called "No Man's Land," in the occupation of William Hensby, or some of them, all in the county of Suffolk; Kennet, Chippenham, Badlingham, Fordham, Isleham, Soham, and Barroway, otherwise Barway, or some of them, all in the county of Cambridge; the hamlet of Stuntney, in the parish of the Holy Trinity in Ely, and the parishes of the Holy Trinity, and Saint Mary, in the city of Ely and isle of Ely, or one of them, in the said county of Cambridge; and to terminate by a junction with the northern and eastern line of the Eastern Counties Railway Company, in the said parishes of the Holy Trinity and Saint Mary in Ely aforesaid, or one of them.

And it is intended to apply for powers to make lateral deviations from the line of the proposed railway and branch railways, 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 public highways, streets, rivers, streams, sewers, canals, navigations, railways, or 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 works.

And notice is hereby further given, that it is intended by the said Act, or Acts, to authorize the Newmarket and Chesterford Railway Company to raise by contribution amongst themselves, or by the admission of other persons as subscribers to the said undertaking, the necessary funds for 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 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 Act or Acts, to empower the said Newmarket and Chesterford Railway Company, to let on lease, sell, or transfer the said intended railway, or branch railways, and works, or any part of the same, or the tolls thereof, to the Eastern Counties Railway Company, and to delegate to the said Eastern Counties Railway Company the execution of all, or any of the powers of the said intended Act or Acts, and to authorize the said Eastern Counties 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 railway, branch railways, and works, or any part thereof, and to purchase, rent, work, or construct the said intended railway, branch 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 intended Act or Acts, to authorize the union and amalgamation of the said Newmarket and Chesterford Railway Company with the said Eastern Counties 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 railway, branch railways, and works.

And for the purposes aforesaid, it is proposed by the said intended Act or Acts, 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 last session of Parliament, intituled "An Act for making a railway from Chesterford to Newmarket, with a branch to Cambridge;" 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 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 Stortford and Newport, and to alter and amend the Acts relating to the said railway;" and also of an Act passed in the last session of Parliament, intituled "An Act to enable the Eastern Counties Railway Company to make a railway from Epping to a point of junction with the Eastern Counties Railway, at or near the Ilford Station thereon;" and also of an Act passed in the last session of Parliament, intituled "An Act to enable the Eastern Counties Railway Company to enlarge their stations in London and at Stratford, and for other purposes."

And notice is hereby further given, that plans and sections, describing the lines and levels of the said intended railway and branch railways, and the lands to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners and lessees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November 1846, with the Clerk of the Peace for the county of Cambridge, at his office at Cambridge; with the Clerk of the Peace for the county of Suffolk, at his office at Bury Saint Edmunds; and with the Clerk of the Peace for the isle of Ely, at his office at Wisbeach, in the said isle of Ely and county of Cambridge. And that a copy of so much of the said plans, sections, and books of reference as relates to the several parishes in or through which the said railway and branch railways is or are intended to pass or be made, will be deposited,

on or before the said thirtieth day of November, with the parish clerks of such parishes respectively, at their respective residences.

Dated this fifth day of November 1846.

Timothy Tyrrell, Guildhall, London,
William Parr Isaacson, Newmarket,
Solicitors for the Bill.

Manchester and Birmingham and North Staffordshire Junction Railway.

Railway from the main line of the Manchester and Birmingham Section of the London and North Western Railway, in the township of Cheadle-Bulkeley, in the parish of Cheadle, to the Macclesfield Branch of the said Manchester and Birmingham Section of the said London and North Western Railway, in the township of Poynton, in the parish of Prestbury, all in the county of Chester; also a Branch Railway from a certain point of the said intended railway, in the said township of Cheadle-Bulkeley, to the intended line of the Manchester, Buxton, Matlock, and Midlands Junction Railway, also in the said township of Cheadle-Bulkeley; and also another Branch Railway from a certain point of the said intended Railway, in the said township of Poynton, to a Branch Railway leading to the Poynton Collieries, and belonging to the Right Honorable Lord Vernon, also in the said township of Poynton, with powers of sale or lease to or amalgamation with the said London and North Western Railway Company, the North Staffordshire Railway Company, the Manchester, Buxton, Matlock, and Midlands Junction Railway Company, or the Sheffield, Ashton-under-Lyne, and Manchester Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for making and maintaining a railway from and out of the main line of the Manchester and Birmingham section of the London and North Western Railway in the township of Cheadle-Bulkeley, in the parish of Cheadle, in the county of Chester, and passing from, in, through, or into the several parishes townships, town lands, and extra-parochial places of Cheadle, Cheadle-Bulkeley, Cheadle-Moseley, Stockport, Bramhall, Prestbury, Worth, and Poynton, or some of them, in the county of Chester, and terminating by a junction with the Macclesfield branch of the said Manchester and Birmingham section of the said London and North Western Railway in the township of Poynton, in the said parish of Prestbury, in the said county of Chester.

Also a branch railway from and out of a certain point of the said intended lines of railway in the said township of Cheadle-Bulkeley, and passing from, in, through, or into the said township of Cheadle-Bulkeley, and terminating by a junction with the intended line of the Manchester, Buxton, Matlock, and Midlands Junction Railway, also in the said township of Cheadle-Bulkeley.

Also another branch railway from and out of a

certain point of the said intended line of railway in the said township of Poynton, and passing from, in, through, or into the said township of Poynton, and terminating by a junction with a branch railway leading from the said Manchester and Birmingham section of the said London and North Western Railway to the Poynton Collieries, and belonging to the Right Honorable George John Warren Lord Vernon, also in the said township of Poynton.

And by the said Bill it is also intended to obtain powers for the compulsory purchase of lands and houses, and also powers to levy tolls, rates, or duties upon and in respect of the works hereinbefore referred to; and also power for making and maintaining all proper works and conveniences connected with the said proposed railway and branch railways, and for altering, diverting, or stopping up within the aforesaid parishes, townships, town lands, and extra-parochial places, and whether temporarily or permanently, all roads, highways, rivers, streams, sewers, pipes, drains, and railways or tramways which it may be necessary so to stop up, alter, or divert for the purpose of constructing or maintaining the said intended works, or any of them; and also powers to vary or extinguish all rights or privileges connected with the lands proposed to be purchased, or which would in any manner impede or interfere with the objects aforesaid, or any of them, and to confer other rights and privileges; and also powers to amalgamate with or to sell or lease the said intended railway and branch railways, or undertaking to the London and North Western Railway Company, the North Staffordshire Railway Company, the Manchester, Buxton, Matlock, and Midlands Junction Railway Company, or the Sheffield, Ashton-under-Lyne, and Manchester Railway Company, or any or either of them.

And notice is hereby further given, that plans and sections, describing the lines and levels of the said intended railway and branch railways, and the lands in or through which they are to be made and maintained, or through which every communication to or from the said works shall be made, together with the 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 the present year, with the Clerk of the Peace for the county of Chester, at his office in the city of Chester; and that, on or before the said thirtieth day of November, 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 works are intended to be made and maintained, together with the book of reference thereto, will be deposited, for public inspection, with the parish clerk of each such parish, at his residence.—Dated this ninth November 1846.

Sandwich Harbour Company.

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, and to give such company the necessary powers for altering and improving the river Stour, in the county of Kent, and the navigation of Sandwich Haven, in the said county of Kent, commencing at or near a certain place there, commonly called Stonar Cut, and on the north side thereof, in the parish of Minster, in the isle of Thanet, in the county of Kent, and terminating at or near a certain place called Lower Head, in the parish of Saint Clement, in the town and port of Sandwich, in the said county of Kent; and for making and maintaining a new cut or harbour, with all proper docks, bridges, gates, heads, piers, and conveniences connected therewith, and approaches thereto, commencing at or near the said place called Lower Head, in the parish of Saint Clement, in Sandwich aforesaid, and terminating on the sea shore, in the parish of Word otherwise Worth and Sholden, or one of them, in the said county of Kent; and to divert and conduct the waters of and from the said river Stour, Sandwich Haven, and a certain stream there called the North Stream, into, through, and out of the said new cut or harbour; and also for making and maintaining a branch railway, with all proper bridges, stations, works, and conveniences from the said river, harbour, and docks, in the several parishes of Saint Clement, Saint Peter the Apostle, and Saint Mary the Virgin, in Sandwich aforesaid, or some or one of them, to and in connexion with the Minster and Deal Branch of the South Eastern Railway; which said river intended navigation, harbour, and railway, are intended to pass from, in, through, into, or be situate within the several parishes, townships, townlands, or other places following, or some of them; that is to say, Minster, in the isle of Thanet, Ash next Sandwich, Woodnesborough otherwise Winsborov, the said town and port of Sandwich, and the liberties of the said town and port, Saint Mary the Virgin, Saint Peter the Apostle, and Saint Clement, in the said town and port and liberties of Sandwich, Stonar, Word otherwise Worth, Sholden, and Northbourne, all in the said county of Kent.

And it is intended to apply for and obtain powers in the said Act or Acts to stop up, alter, or divert, whether temporarily or permanently, within the said several parishes, townships, townlands, or other places aforesaid, or some of them, all such roads, highways, canals, rivers, streams, sewers, sluices, pipes, and bridges as it may be necessary to stop up, alter, or divert for the purpose of making, maintaining, or using the said intended alterations and improvements, cuts, harbour, docks, bridges, railway, 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 in respect of the use of the said river, haven, harbour, docks, railway, and works, and to vary or extinguish all existing rights and privileges connected with the lands and other property to be purchased as aforesaid, or which would

in any manner impede or interfere with the objects aforesaid, or contemplated by the said Act or Acts, or any of them, and to confer other rights and privileges.

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

And also to empower the said Company to recover, receive, and appropriate for the purposes aforesaid, and other the several purposes of the said Act or Acts, all funds, revenues, and monies payable to any person or persons, body or bodies politic or corporate, for maintenance or improvement of the haven of Sandwich aforesaid.

And notice is hereby given, that plans and sections, describing the lines, levels, and situation of the said intended alterations and improvements in the said river or haven, and also of the said new cut or harbour, and the brooks and streams to be directly diverted thereinto, and also of the said intended railway, and of the lands proposed to be taken for all or any of such purposes, and of the works connected therewith, 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 such lands respectively, together with duplicates of the same, will be deposited, on or before the thirtieth day of November in this present year, with the Clerk of the Peace of the county of Kent, at his office at Maidstone; and with the Clerk of the Peace of the town, port, and borough of Sandwich, at his office in Sandwich aforesaid; and a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended alterations or improvements, haven, harbour, or railway, and works respectively, will pass or be made, will be deposited, on or before the thirty-first day of December in the present year, with the parish clerks of such parishes respectively, at their respective places of abode, and in the Private Bill Office, and in the office of the Clerk of Parliament.—Dated the sixth day of November 1846.

Lee and Tapley, Solicitors, Sandwich.

Western Gas Light 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 more effectually lighting with gas the several parishes, and extra-parochial place following, that is to say, Saint Pancras Paddington, Willesden, Saint Anne Westminster, Saint Clement Danes,

Saint George Hanover-square, Saint George Bloomsbury, Saint Giles-in-the-fields, Saint John Hampstead, Saint John the Evangelist Westminster, Saint James Westminster, Saint Margaret's Westminster, Saint Mary Abbots Kensington, Saint Martin-in-the-fields, Saint Mary-le-Strand, Saint Marylebone, Saint Paul Covent-garden, Saint Luke Chelsea, the extra-parochial place of the precinct of the Savoy, and the united parishes of Saint Andrew Holborn and Saint George the Martyr, all in the county of Middlesex, and the parish of Saint Mary Lambeth, in the county of Surrey, and for supplying the inhabitants thereof with gas, and for incorporating certain persons established as a company called or known by the name of the Western Gas Light Company, and for empowering such company to lay pipes and mains in the several streets, roads, lanes, alleys, passages, and places, in all or any of the several parishes and places, and extra-parochial place aforesaid; and to raise, levy, and collect rates or rents for the use and in respect of the gas to be supplied by the said company; and to alter, vary, or extinguish any existing rates or rents which would in any manner interfere with the objects of the said Bill, and to confer, vary, and extinguish exemptions from the payment of rates or rents; and it is intended to insert in such Bill all such powers and provisions as are usually inserted in Bills of a similar description, or which may be deemed necessary or expedient for carrying into effect the objects and purposes aforesaid.

Dated the seventh day of November 1846.

Phillips and Son, 28, Lawrence Pountney-lane, Solicitors for the Western Gas Light Company.

Idle, Eccleshill, and Rawden Gas Light Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the session now next ensuing, for leave to bring in a Bill to incorporate a company for manufacturing gas, and to enable the said company to supply with gas the inhabitants of the townships of Idle and Claverley, in the parish of Claverley, of the township of Eccleshill, in the parish of Bradford, and of the townships of Rawden, Guiseley, Yeadon, and Horsforth, in the parish of Guiseley, all in the west riding of the county of York; and to enable the said company to lay down pipes and mains in the several streets, roads, highways, lanes, and public paths, passages or places in the said several townships; and to raise, levy, and collect rates, rents, or other charges for such gas so supplied as aforesaid by the said proposed Company; in which said Bill will be inserted all the powers, provisions, and authorities usually inserted in Bills of the like nature, and such other powers, rights, and provisions as may be deemed necessary for carrying into effect all or any of the purposes aforesaid.—Dated this fifth day of November 1846.

John Prest,
R. D. Greaves, } Solicitors for the said Bill,

Manchester, Sheffield, and Lincolnshire Railway. (Junction with the Midland Railway, *via* Barnsley, and Branches therefrom.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act or Acts to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of the several Acts relating to the Sheffield, Ashton-under-Lyne, and Manchester Railway, passed in the sessions of Parliament held respectively in the seventh year of the reign of King William the Fourth, the fifth and sixth, the sixth and seventh, and the seventh and eighth years of the reign of Her present Majesty, and in the last session of Parliament; of the Acts relating to the Great Grimsby and Sheffield Junction Railway, passed respectively in the session of Parliament held in the eighth and ninth years of the reign of Her said present Majesty, and in the last session of Parliament; of the Act relating to the Grimsby Docks, passed in the said session, held in the eighth and ninth years of the reign of her said present Majesty; of the Act passed in the last session of Parliament, authorizing the construction of the Sheffield and Lincolnshire Junction Railway; of the Act passed in the same session, authorizing the construction of the Sheffield and Lincolnshire Extension Railway; of the several Acts relating to the company of proprietors of the Peak Forest Canal, passed respectively in the sessions of Parliament, held in the thirty-fourth, the thirty-ninth and fortieth, and the forty-fifth years of the reign of King George the Third; of the Act relating to the company of proprietors of the Macclesfield Canal, passed in the seventh year of the reign of King George the Fourth; of the Act passed in the last session of Parliament, for vesting in the said Sheffield, Ashton-under-Lyne, and Manchester Railway Company, the said Peak Forest and Macclesfield Canals; and of the Act passed in the last session of Parliament, for the amalgamation of the said Sheffield, Ashton-under-Lyne, and Manchester, Sheffield, and Lincolnshire Junction, Sheffield and Lincolnshire Extension, and Great Grimsby and Sheffield Junction, Railway Companies, and the said Grimsby Dock Company, under the name or title of the Manchester, Sheffield, and Lincolnshire Railway Company; and to authorize the Manchester, Sheffield, and Lincolnshire Railway Company, incorporated by the last-mentioned Act, to make and maintain the railways hereinafter mentioned, or some of them, with proper works, approaches, and conveniences connected therewith respectively, (that is to say:) Firstly,—A railway commencing by a junction with the main line of the Sheffield, Ashton-under-Lyne, and Manchester Railway, in the township of Oxspring, in the parish of Penistone, in the west riding of the county of York, at or near a certain post on the last-mentioned railway, denoting the distance of twenty-nine miles from Manchester, by such last-mentioned railway, and terminating by a junction with the Midland Railway, in the township of Carlton, in the parish of Royston, in the said west riding, at or near a place where the said Midland

Railway crosses the public highway, commonly called the Shaw-lane, leading from Carlton to Shafton-two-Gates, which said intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Penistone, Silkstone, Darton, Royston, Oxspring, Thurgoland, Dodworth, Barugh, Gawber, Barnsley, Monk Bretton, otherwise Burton, and Carlton, all in the said west riding of the county of York.

And also a railway or spur, diverging out of and commencing by a junction with the first-mentioned intended railway, in a field lying westwardly of and adjoining the Sheffield and Wakefield turnpike-road, belonging to John Staniforth Beckett; and in the occupation of Thomas Edward Taylor, and terminating by a junction with the main line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, in a field lying eastwardly of and adjoining the said Sheffield and Wakefield turnpike-road, belonging to, and in the occupation of Mrs. Elizabeth Anne Clarke, which said last-mentioned intended railway or spur is situate wholly within the said township of Barnsley and parish of Silkstone, in the said west riding.

And also a railway or spur, also diverging out of, and commencing by a junction with the first-mentioned intended railway, in a field lying eastwardly of and adjoining a public highway, called the Harbro' Hill Road, belonging to Sir Francis Lindley Wood, and occupied by Ann Marshall and Robert Craik, or one of them, and terminating by a junction with the main line of the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, in a garden belonging to Mrs. Elizabeth Anne Clarke, and occupied by Mr. Samuel Howarth, which said last-mentioned intended railway or spur, is situate wholly within the said township of Barnsley, and parish of Silkstone, in the said west riding.

Secondly, A railway diverging out of, and commencing by a junction with the first-mentioned intended railway, in the township and parish of Silkstone, in the said west riding of the county of York, at or near a field in the township of Silkstone, belonging to David Johnson and Samuel Johnson, and the Governors of the Free Grammar School of Queen Elizabeth, at Wakefield, and the trustees of other charities there, and occupied by the said David Johnson and Samuel Johnson, and terminating by a junction with the Silkstone line of the Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, in or near a field belonging to John Spencer Stanhope, Esquire, and occupied by James Allott, lying westwardly of and adjoining a public bridle way, called Royd-lane, in the township of Cawthorne, in the parish of Cawthorne, all in the said west riding of the county of York, which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them; that is to say, Silkstone, Dodworth, and Cawthorne, all in the said west riding.

Thirdly, A railway diverging out of, and com-

mencing by junction with the first-mentioned intended railway, at or near the said field belonging to the said David Johnson and Samuel Johnson, and the Governors of the Free Grammar School of Queen Elizabeth, at Wakefield, and the trustees of other charities there, and occupied by the said David Johnson and Samuel Johnson, in the said township and parish of Silkstone, and terminating at or near a tramway, belonging to Mrs. Sarah Anne Clarke, James Hobson Farrar, and others, devisees, in trust, and executors under the will of the late Robert Couldwell Clarke, deceased, and occupied by the said Sarah Anne Clarke, near a place where the brook, which passes under the said tramway; divides the townships of Silkstone and Dodworth, in the said township and parish of Silkstone, all in the said west riding of the county of York, which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Silkstone and Dodworth, all in the said west riding.

Fourthly,—a railway diverging out of, and commencing by a junction with the first-mentioned intended railway, in the township of Dodworth, in the parish of Silkstone, at or near a field adjoining to the Doncaster and Saltersbrook turnpike-road, belonging to John Dodgson Charlesworth, and the trustees of the late Joseph Charlesworth, deceased, and occupied by Jonathan Carnelly, and terminating by a junction with the Dodworth line of the said Sheffield, Rotherham, Barnsley, Wakefield, Huddersfield, and Goole Railway, in the said township of Dodworth, at or near a field belonging to Frederick William Thomas Vernon Wentworth, Esquire, and occupied by Richard Birks, all in the said west riding of the county of York, which last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Silkstone, Dodworth, and Barnsley all in the said west riding.

And lastly,—A railway diverging out of, and commencing by a junction with the said first-mentioned intended railway, in the township of Monk Bretton, otherwise Burton, in the parish of Royston, in the said west riding, at or near a field belonging to and occupied by Edwin Green and William Shepherd, devisees and executors under the will of the late Richard Day, deceased, and terminating by a junction with the said Midland Railway, in the township of Monk Bretton, otherwise Burton, in the said parish of Royston, in the said west riding, at or about three chains north of the place where the said Midland Railway passes over the road leading from Monk Bretton Grange, otherwise Burton Grange, to Cudworth, which said last-mentioned intended railway and works will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them, that is to say, Royston, and Monk Bretton otherwise Burton, both in the said west riding.

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

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

And it is further proposed by the said intended Act or Acts, to enable the said Manchester, Sheffield, and Lincolnshire Railway Company to raise a further sum of money for all or any of the purposes aforesaid.

And notice is hereby further given, that plans and sections of the said intended railways and works, and of the lands and houses proposed to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands and houses, will be deposited, on or before the thirtieth day of November, in the present year, with the Clerk of the Peace of the said west riding of the county of York, at his office in Wakefield, in the said west riding; and that a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes, in or through which the said intended railways and works, or any of them, are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.

Dated this second day of November 1846.

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

East Lincolnshire Railway Deviation at Boston and Branch to Great Grimsby and Sheffield Junction Railway at Grimsby.

NOTICE is hereby given, that application will be made to Parliament in the next session for an Act to alter, amend, and enlarge the powers and provisions of an Act passed in the last session of Parliament, intituled "The East Lincolnshire Railway Act, 1846," and by such intended Act powers will be applied for, enabling the East Lincolnshire Railway Company to make

a deviation in the line of the said East Lincolnshire Railway, such deviation to commence at or near a field in the parish of Skirbeck, in the parts of Holland, in the county of Lincoln, numbered 33 on the deposited plans of the East Lincolnshire Railway referred to in the said recited Act, and terminating at or near the property numbered 301 on the said plans, in the parish of Boston, in the said parts of Holland, in the county of Lincoln, such deviation being situate solely in the said parishes of Skirbeck and Boston.

And it is intended to abandon that portion of the line as at present authorized to be made, which will be rendered unnecessary by the before-mentioned deviation.

And it is also intended to apply for powers to make and maintain a branch railway, commencing from and out of the said East Lincolnshire railway at or near a field numbered 4 on the said deposited plans, in the hamlet or township of Weelsby, in the parish of Clee, in the parts of Lindsey, in the said county of Lincoln, passing thence from, in, through, and into the several parishes, townships, and extra-parochial places of Weelsby, Clee, Cleethorpes, Wellow Weelsby, Wellow, and Great Grimsby, or some of them, in the said parts of Lindsey, and terminating by a junction or junctions with the main line of the Great Grimsby and Sheffield Junction Railway, in the said parish of Great Grimsby, at or near a yard numbered 50 on the plans of the said Great Grimsby and Sheffield Junction Railway, deposited in the month of November 1844.

And for the purpose of constructing such deviation and branch railway, it is intended to apply for the powers usually conferred for the compulsory purchase of the lands, houses, and other property which will be defined upon the plans hereinafter-mentioned; and also for power to vary or extinguish all rights or privileges which might impede or otherwise interfere with the object aforesaid, and to confer other rights and privileges.

And it is further intended to apply for powers to levy tolls, rates, and duties for and in respect of the use of the said deviation and branch railway.

And notice is hereby given, that duplicate plans and sections describing the line and levels of the proposed deviation and branch railway, together with a book of reference thereto containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property which will be required in the construction of such deviation and branch railway, together with a published map whereon the general course or direction of such deviation and branch railway will be defined, will, on or before the thirtieth day of this instant month of November be deposited, for public inspection, at the office of the Clerk of the Peace for the said parts of Holland in the county of Lincoln, at Spalding, in the said county; and at the office of the Clerk of the Peace of the said parts of Lindsey, at Spilsby; and that, on or before the said thirtieth day of November, a copy of so much of the said plans, sections, and book of reference as relates to each of the parishes before-mentioned in or

through which the said deviation and branch railway will pass or be situate will be deposited with the respective parish clerks of such parishes, at their respective places of abode.—Dated this sixth day of November, 1846.

Burchell, Kilgour, and Parson, } Solicitors.
Holloway, Pye, and Daubney, }

Barrow Harbour.

(Establishment of, with power to the Furness Railway Company to contribute.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act for the appointment of commissioners to construct, maintain, and regulate a harbour extending over so much of the sea shore and coast, and the sea and channels thereof, as lies within the limits hereinafter mentioned, that is to say, commencing south of a line to be drawn from west to east from the island of Walney to the western coast of the county of Lancaster, across that part of the channel there, known as the Walney Meetings, thence along the west coast of the said county of Lancaster, to a point called Rabbit Hill Point, on the said coast; thence along the line and abutting upon an embankment authorized to be made across a portion of the sea shore there, by an Act of the last session of Parliament intitled "An Act for reclaiming from the sea, embanking and improving the Salthouse Sands in the manor of Plain Furness, in the county palatine of Lancaster," to a point called Westfield Point, thence in a straight line through Sheep Island to the coast of the island of Walney, and thence along the coast of the said island of Walney to the line at Walney Meetings, aforesaid, which said sea shore, coast, and district within the limits aforesaid, are situate within, abut upon, or are surrounded by the parish of Dalton-in-Furness, in the said county palatine of Lancaster, and for the purposes of such harbour, powers will be applied for to make, lay down, and maintain all necessary buoys, moorings, lights, beacons, and other works and conveniences; also to erect and construct buildings, sheds, cranes, weighing machines, and other works, for the purposes of the said harbour, and for the use of ships and vessels resorting thereto; also to deepen, cleanse, and scour the bed and channels of the sea within such harbour, which said harbour and works will be situate in, and be constructed within or adjoining to the several townships, townlands, and extra-parochial and other places of Dalton-in-Furness, Above Town, Yarlside, and Hawcoat or some or one of them, and for the purposes aforesaid, powers will be applied for in the said Act for the purchase compulsorily or otherwise, of lands, houses, and hereditaments, and to vest the same and so much of the bed or soil, or sea shore, or coast aforesaid, as shall be required for the formation of such harbour and works, in the commissioners to be appointed as aforesaid, and to vary or extinguish all existing rights or privileges in any manner connected with the lands, houses, and other heredi-

taments 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 powers will also be applied for to levy tolls, rates, and duties on all ships, vessels, boats, and other craft making use of the said harbour, and on passengers, animals, goods, and other things conveyed in any ships and vessels, and landed and embarked in any part of the said harbour, and to grant exemptions from such tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to enable the said commissioners to raise money on the security of the said tolls, rates, and duties. And powers will also be applied for to enable the said Furness Railway Company to contribute out of their corporate or other funds towards the construction and maintenance of the said harbour and works, and for that purpose, to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the seventh year of the reign of Her present Majesty intituled "An Act for making a railway from Rampside and Barrow to Dalton, Lindale, and Kirkby Ireleth, in the county palatine of Lancaster, to be called 'The Furness Railway,' and 'The Furness Railway Extensions Act, 1846.'"

And notice is also given, that plans of the said intended harbour, and of the lands, sea shore, and other property 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 1846, with the Clerk of the Peace for the county palatine of Lancaster, at his office at Preston, in the said county; and that a copy of the said plans and books of reference will be deposited, on or before the said thirtieth day of November 1846, with the parish clerk of the said parish of Dalton, at his residence; the said parish of Dalton being the only parish in which the said harbour and works will be situate. —Dated this sixth day of November 1846.

Torbay and Brixham Deep-sea Harbour of Refuge and 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 to incorporate a company, and to give to such company all the necessary powers for improving, enlarging, and maintaining the pier or harbour of Brixham, in the county of Devon, and for constructing and maintaining a breakwater or breakwaters in Torbay, in the county of Devon, and a deep sea harbour, or harbours in Torbay, aforesaid, and a dock or docks for ships, steam boats, and other vessels within the said breakwater or breakwaters, together with all necessary basins, quays, locks, port or ports, pier or piers, jetty or jetties, lighthouse or lighthouses, sea walls, slips, wharfs, warehouses, cranes, roads, approaches, and all other necessary buildings, erections, works and appurtenances convenient or incident thereto; which said harbour or harbours, breakwater or breakwaters, dock or docks, quays, locks, ports,

piers, jetties, lighthouses, works, slips, wharfs, warehouses, roads and approaches, and other undertakings or works so intended to be made, constructed, varied, extended, enlarged, or maintained, are situate in Torbay, and in the parishes of Brixham and Churston Ferrers, in the county of Devon, or one or both of them.

And notice is hereby given, that it is intended to repeal so much of the several Acts of Parliament as relate to the said pier or harbour of Brixham; that is to say, an Act, passed in the thirty-ninth year of the reign of His late 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 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."

And notice is hereby given, that it is intended to apply for power to make deviations from the line and lines of the several before-mentioned works and undertakings, as laid down in the plan hereinafter mentioned in the construction thereof respectively, the limits of which deviations will be defined upon the said plans.

And notice is hereby also given, that it is intended by the said Bill or Bills to take powers to levy tolls, rates, and duties for and in respect of the said works, upon and from all and every ship, and ships, steam-vessel, and steam-vessels, barge, and barges and all other vessels and boats entering or anchoring within the said breakwater or breakwaters, harbour or harbours, or in, upon, or within the precincts or limits of the same respectively, and upon or in respect of all persons, goods, wares, merchandize, horses, cattle, sheep, pigs, and poultry, entering or coming into, or going out of or from the said harbour or harbours, or landing or being landed upon or using the said breakwaters, piers, docks, warehouses, or other works belonging to the said company, or any part or parts thereof, and to vary, alter, and repeal any existing tolls, rates, duties, or sums of money, or extinguish any exemptions from payment of tolls, rates, or duties now or heretofore levied or paid in respect of the aforesaid harbour of Brixham, and the quays, wharfs, and appurtenances thereto, or to confer other rights and privileges, and to regulate the moorings of all vessels, and boats in the said harbour or harbours, and within the said breakwater or breakwaters.

And notice is hereby also given, that it is intended to apply for powers for the compulsory purchase of such lands, quarries, rocks, waters, houses, forelands, shores, and premises, and property, and the rights and interests of the respective owners, lessees, occupiers, and all other persons therein, which shall or may be required for all or any of the purposes aforesaid.

And notice is hereby also given, that it is the intention to apply for powers to purchase all and every the rights and interests of the commissioners of Brixham Harbour, and of all other persons of, in, to, or belonging to the said harbour of Brixham, and the breakwater, piers, quays, wharfs, and appurtenances thereto respectively belonging or appertaining, completed or in progress.

And notice is hereby also given, that duplicate plans, describing the said harbour or harbours, breakwater or breakwaters, docks, and other works, and the lands and houses from, in, through, on, and upon and into which the same respectively 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, houses, and hereditaments, will be deposited with the Clerk of the Peace for the said county of Devon, 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 the aforesaid parishes respectively, together with a book of reference thereto, will be deposited with the parish clerks of such parishes respectively, on or before the thirtieth day of November instant.—Dated the fourth day of November, 1846.

R. W. Wolston, Brixham, Devon.

Vale of Neath Railway. (Branches and Amendment).

Proposed Branches from the Vale of Neath Railway to join the South Wales Railway at Neath:—to Rhygos:—and by Aberdare to join the Heolyfelin branch of the Vale of Neath Railway:—with powers to purchase various existing railways and tramways in the line of the proposed works.

NOTICE is hereby given that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the Vale of Neath Railway Company to make and maintain the branch railways hereinafter described, with all proper approaches, wharfs, landing-places, and other works and conveniences connected therewith, that is to say, a branch railway diverging from the line of the Vale of Neath Railway, as at present authorized to be made, at or near the Neath terminus thereof, in or near a certain close or property situate in the hamlet of Blaenhonddan, in the parish of Cadoxton Juxta Neath, in the county of Glamorgan, numbered 4 on the plans of the said Vale of Neath Railway, referred to in the Act authorizing the construction thereof, passing in or through the said hamlet of Blaenhonddan, in the parish of Cadoxton Juxta Neath aforesaid, and terminating by a junction with the line of the South Wales Railway, as at present authorized to be made in the same hamlet and parish, at or near the seventy-third mile, as marked on the plans of the said South Wales Railway, referred to in the Act authorizing the construction thereof, and in or near a certain close or property, numbered 1 on the same plans.

Also another branch railway, diverging from the line of the said Vale of Neath Railway, between

the thirteenth and fourteenth miles, as marked on the said plans of the said railway, in or near a certain close or property, part of a farm called Nantlleche, in the parish of Ystradyfodwg, in the county of Glamorgan, and numbered 68 on the said plans of the said last-mentioned railway, passing in or through the hamlet of Rhygos, in the said parish of Ystradyfodwg, and terminating at or in a certain farm or property called Bailyglæs, situate at or near a certain village, called Cwmhwnt or Rhygos, in the said parish of Ystradyfodwg.

Also another branch railway, or connecting line, diverging from the line of the said Vale of Neath Railway, at or near the twentieth mile thereof, as marked on the said plans, at or near to a place called Graigygilvach, in the parish of Aberdare, in the said county of Glamorgan, passing in a south westerly direction, by or near to the village or town of Aberdare, and in or through the parishes, townships, or places of Aberdare, Llwydcoed, Fforchaman, Cwmdare, and Cefn-Pennar some or one of them, in the said county of Glamorgan, and terminating by a junction with the Heolyfelin branch of the said Vale of Neath Railway, as at present authorized to be made, at or near the terminus of such last-mentioned branch, near a certain place called the Brewery, situate at Heolyfelin aforesaid, in the said parish of Aberdare.

And it is also intended by such Act 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 the aforesaid parishes, townships, and extra parochial or other places, or any of them with which it may be necessary to interfere in the construction of the intended branch railways and works hereinbefore referred to.

And it is also intended by such Act to confer on the said Vale of Neath Railway Company, powers for the purchase of lands and houses by compulsion or agreement, for the purposes of the said intended branch railways and works, and for levying tolls, rates, and duties, in respect of the use thereof, and to grant such exemptions from such tolls, rates, and duties, as to the said company may seem meet.

And it is further intended by such Act 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 branch railways and works, and to confer other rights and privileges.

And it is further intended by the said Act to enable the said Vale of Neath Railway Company to purchase or take on lease the railways, tramroads, and works hereinafter specified, or some of them, or some part or parts thereof respectively, and the several powers, rights, and privileges, of the proprietors thereof respectively, and to use, exercise, and enjoy the same respectively (that is to say), A certain railway or tramway extending from the head of the Aberdare Canal to the Penderyn Limeworks; also a certain railway, called the Aberdare Railway; also a certain tram-

road, from the Rhygos Colliery to Pontwalby; and also a certain tramroad from the Dinas Limestone Quarries to Abernant.

And it is further intended by the said Act to enable the Vale of Neath Railway Company to levy tolls in respect of the said railways or tramways, or of such parts thereof as may be purchased or rented by them; and also to alter the tolls, rates, and duties, now payable upon, or in respect of the same, and to vary or extinguish all existing rights and privileges connected therewith respectively.

And it is further intended by the said Act to enable the proprietors of the said several railways and tramways hereinbefore mentioned, that is to say, the Aberdare Canal Company, the Aberdare Railway Company, and the Company of Proprietors of the Neath Canal Navigation, and the proprietors of the several tramroads from the Rhygos Colliery to Pontwalby, and from the Dinas Limestone Quarries to Abernant, to sell or lease and transfer to the said Vale of Neath Railway Company, such of the said railways or tramways as belong to them respectively, or in which they are interested, and their rights, powers, and privileges in relation thereto respectively.

And it is also intended, by the said Act, to enable the said Vale of Neath Railway Company to raise and contribute funds towards the formation and maintenance of docks, basins, wharfs, and other necessary works and conveniences connected therewith, to be formed, made, or constructed at or within the Port of Neath, in the said county of Glamorgan, and to become shareholders in any undertaking for the establishment of such docks and other works.

And it is further intended, by such Act, to extend to the branch railways and works thereby proposed to be constructed or purchased, the several provisions comprised in the "Vale of Neath Railway Act, 1846," with reference to the sale or lease of the undertaking of the Vale of Neath Railway to the South Wales Railway Company; and also to enable the said last-mentioned company to raise or contribute funds for or towards the construction, maintenance, and use of the said intended branch railways and works, and the purchase, lease, maintenance, and use of the several railways and tramways before mentioned, which the Vale of Neath Railway Company may be authorized to purchase or lease as aforesaid.

And it is also intended, by such Act, to enable the Vale of Neath Railway Company to increase the capital of the said company, and to raise money for all or any of the purposes aforesaid.

And it is further intended, by such Act, to alter and enlarge, so far as may be necessary, the powers and provisions of the several Acts following; that is to say, "The Vale of Neath Railway Act, 1846;" "The South Wales Railway Act, 1845;" and an Act passed in the last session of Parliament, for amending the said last-mentioned Act; and also an Act relating to the said Aberdare Canal Company, passed in the thirty-third year of the reign of King George the Third, cap. 95; and also "The Aberdare Railway Act,

1845;" and also the following Acts relating to the company of proprietors of the Neath Canal Navigation; viz., an Act passed in the thirty-first year of the reign of King George the Third, cap. 85, and an Act passed in the 38th year of the same reign, cap. 30.

And notice is hereby further given, that maps, plans, and sections shewing the direction, line, and levels of the said intended branch railways and works hereinbefore referred to, together with books of reference to such plans, containing the names of the reputed owners, lessees and occupiers of the lands proposed to be taken for the purposes of the said branch railways and works will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Glamorgan, at his office in Cardiff; and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes in or through which the said intended branch railways and works hereinbefore mentioned are proposed to be made, will be deposited, on or before the said thirtieth day of November instant, with the parish clerk of each of such parishes, at his residence.

Nov. 1846.

W. O. and W. Hunt,

10, Whitehall.

H. S. Coke, Neath.

Midland Railway.

Syston and Peterborough Railway Deviations, and Approach to Manton Station.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the Midland Railway Company to make certain alterations or deviations in the line of the Syston and Peterborough Railway, and to make and maintain certain new lines of railway, or some of them, within the parishes, townships, and extra-parochial or other places hereinafter mentioned, or some of them, in lieu of those parts of the line of the said railway so proposed to be altered, that is to say, one of such deviations or new lines of railway, commencing on the line of the said Syston and Peterborough Railway, as authorised to be made by an Act, passed in the last session of Parliament, intituled "An Act to authorise certain alterations in the line of the Syston and Peterborough Branch of the Midland Railway, and the formation of certain other branch railways in connexion therewith," in a field in the parish of Melton Mowbray, in the county of Leicester, numbered 1 on the plans of the said railway referred to in the said Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Melton Mowbray, Burton Lazars, Freeby otherwise Fretherby, Brentingby-cum-Wyfordby, Brentingby otherwise Brentenby, Wyfordby otherwise Wyverby, Thorpe Arnold otherwise Thorpe Ernold, Saxby, Stapleford otherwise Stableford, Wymondham otherwise Womandham Purley, and Edmondthorpe, or some of them, in the county of

Leicester; Teigh, Wissendine, Langham, and Ashwell, or some of them, in the county of Rutland, and terminating on the line of the said Syston and Peterborough Railway, in a field numbered 40 on the said plans in the said parish of Ashwell; and another of such deviations or new lines of railway, commencing on the line of the branch of the said Syston and Peterborough Railway, from Barnack to Elton, authorised to be made by the said Act in a field in the parish of Barnack otherwise Barnack with Pilsgate and Southorpe, in the soke or liberty of Peterborough, in the county of Northampton, numbered 41 on the plans of the said branch referred to in the said Act, passing thence from, in, through, or into the several parishes, townships, and extra-parochial or other places of Southorpe, Pilsgate, Barnack otherwise Barnack with Pilsgate and Southorpe, Walcot, Bainton, Ashton, Ufford otherwise Uffordcum-Bainton with Ashton, Whittering otherwise Whittering, Thornhaugh, Upton, Ailsworth, Sutton, Sutton and Upton, Castor and Ailsworth, and Castor otherwise Castor with Upton Ailsworth, and Sutton, or some of them, in the soke or liberty of Peterborough, in the county of Northampton, and terminating by a junction with the line of the Northampton and Peterborough Branch of the London and North Western Railway, near to the Wansford Station thereof, and in the parish of Castor otherwise Castor with Upton Ailsworth, and Sutton, in the soke or liberty of Peterborough, and county of Northampton aforesaid.

And it is also intended by such Act to authorise the formation by the Midland Railway Company of a road or approach from the public highway leading from Manton to Wing, to the intended Manton Station of the said Syston and Peterborough Railway, such intended road or approach being situate wholly within the parish of Manton, in the said county of Rutland.

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

And it is also intended by such Act to enable the said Midland Railway Company to raise a further sum of money for the purposes aforesaid, and to purchase lands, by compulsion or agreement, for the purposes thereof, and to levy tolls, rates, and duties in respect of the use thereof, and to grant certain exemptions from such tolls, rates, and duties.

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

And, it is intended to alter, amend, extend, and enlarge, so far as may be necessary, the powers and provisions of the several Acts hereinafter mentioned, that is to say, an Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act to consolidate the North Midland, Midland Counties, and Birmingham and Derby Junction Railways;" an Act, passed in the eighth and ninth years of the reign of Her said 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;" the Act firstly hereinbefore recited, and also the several other Acts relating to the Midland Railway Company, that is to say, local and personal Acts, eighth and ninth Victoria, chapters 49 and 90, and local and personal Acts, ninth and tenth Victoria, chapters 102, 156, 157, 163, 203, 243, 254, 255, 311, 326, and 340. And notice is hereby lastly given, that maps, plans, and sections, describing the direction, lines, and levels of the said intended deviations or alterations and works, and also plans of the proposed road or approach, and of the lands proposed to be taken for the purposes thereof respectively, together with books of reference to such plans, containing the names of the reputed owners and leasees, and of the occupiers of such lands, will be deposited, on or before the thirtieth day of November in the present year, with the Clerk of the Peace for the county of Leicester, at his office in Leicester; with the Clerk of the Peace for the county of Rutland, at his office in Oakham; with the Clerk of the Peace for the county of Northampton, at his office in Northampton; and with the Clerk of the Peace for the soke or liberty of Peterborough, at his office in Peterborough; 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 deviations and alterations and proposed road or approach respectively are intended to be made, will be deposited, on or before the said thirtieth day of November, with the parish clerks of those parishes respectively, at their respective residences.—Dated this second day of November 1846.

Parker, Hayes, Barnwell, and Twisden,
1, Lincoln's-inn-fields, London; *Ber-*
ridge and Macaulay, Leicester; *Sam-*
uel Carter, Birmingham, Solicitors.

Ashton Gas Act Amendment.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge the powers and provisions of an Act passed in the sixth year of the reign of King George the Fourth, intituled, "An Act for lighting with gas the town of Ashton-under-Lyne, and the neighbourhood thereof, in the county palatine of Lancaster, and the township of Dukinfield, in the county palatine of Chester, and for supplying with water the said town of Ashton-under-Lyne, and the neighbourhood thereof," or to repeal the

said Act, and grant other and additional powers and provisions in lieu thereof. And it is proposed by such intended Act to take powers for more effectually lighting with gas the said town and parish of Ashton-under-Lyne, and the said township of Dukinfield, in the parish of Stockport, and for supplying the inhabitants thereof with gas for such purpose, to empower the company incorporated by the said recited Act to enlarge and extend their present works, and to lay additional pipes and mains in and through the several streets, roads, lanes, alleys, and other places within the said town and parish of Ashton-under-Lyne, and the said township of Dukinfield, and to levy, demand, and recover rents, rates, and charges for the use of the gas to be supplied by them, and to alter the rents, rates, and charges granted by the said recited Act, and to grant exemptions from the payment of such rents, rates, and charges respectively, and to empower the said company to purchase by agreement such lands and houses within the said limits as may be required for the purposes aforesaid, and to alter, vary, or extinguish all rights, powers, and privileges connected with such lands and houses, or which would impede or interfere with the purposes aforesaid, and to confer on the said company such other powers as may be necessary for fully carrying into effect the said purposes; and it is also proposed by the said Act to enable the said company to increase their present capital by converting into capital the monies which have been expended by them over and above the capital authorized to be raised by the said recited Act, and by the creation of new shares, or by mortgage, or by such other means as Parliament shall direct, and also to limit the future profits of the proprietors of shares in the said company in such manner and to such extent as to Parliament shall seem meet.—Dated this sixth day of November 1846.

Worthington, Earle, and Berry.

East Lincolnshire Railway, Louth Navigation Purchase.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of "The East Lincolnshire Railway Act, 1846," and to enable the company incorporated by such Act to purchase of and from the present lessees of the Louth Navigation, all the estates, rights, title, and interests of such lessees in the said navigation, and in the cuts, canals, feeders, branches, and other works belonging thereto, upon such terms as shall have been or may be agreed upon between the said company and such lessees, and to enable the said company to exercise and enjoy upon the completion of such purchase, all the powers, authorities, and privileges of the said lessees in the said navigation or the works connected therewith; and to enable such lessees to assign such lease, and to assign all their estate and interest in the said navigation and works, and in the rates, tolls, duties,

and profits arising upon the said navigation and works unto the said company, subject to the existing liabilities of the lessees, and to discharge the lessees from all liabilities under their existing lease, or affecting the premises.

And it is intended by such Act to alter and amend the powers and provisions of the Act relating to the said navigation, passed in the ninth year of the reign of his Majesty King George the Fourth, intituled, "An Act for improving and maintaining the navigation from the river Humber to Alvingham, in the county of Lincoln, and from thence to Louth, in the same county.

And it is also intended in the said Act to regulate the tolls, rates, and duties granted by the said Act, and the amount to be received by the Railway Company during the continuance of the lease.—Dated this sixth day of November 1846.

Burchell, Kilgour, and Parson,
Hollway, Pye, and Daubney, } Solicitors.

Lancaster Improvement Act Amendment.

Power to raise additional money for Gas Works and other purposes, and to purchase existing Gas Works.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of an Act passed in the fifth year of the reign of King George the Fourth, intituled "An Act for lighting, watching, paving, cleansing, and improving the streets, highways, and places within the borough and town of Lancaster, in the county palatine of Lancaster," and to enable the commissioners acting in the execution of the said Act to raise a further sum of money for the purposes of the said recited and of the said intended Acts, and more particularly for the purpose of constructing and purchasing works for the manufacture of gas within the said town and borough; and also to enable the said commissioners to alter, vary, and increase the rates and assessments granted by said Act, and to levy and recover other and additional rates and assessments, and to grant exemptions from the payment thereof respectively.

And it is also proposed, by the said intended Act, to enable the commissioners to contract and agree with the owners for the time being of any gas works now, or hereafter to be erected, within the said town and borough for the purchase of and to purchase all the gasometers, retorts, mains, pipes, and apparatus and other property and effects belonging to such owners respectively, and to enable such owners respectively, to sell, assign, and transfer the same to the said commissioners, and to enable the said commissioners to use and apply the same to the purposes of the said recited and the said intended Acts.—Dated the seventh November 1846.

William Dunn, Clerk to the Commissioners.

South Wales Railway) Deviations, Branches, and Amendment.

(Deviations of line from Coychurch to Margam:— at Cardiff:—from Undy to near Newport:—and in Llanelly and Pembrey:—Branches to Britonferry:—to connect the Monmouth and Hereford and the Gloster and Forest of Dean Railways:—And to Bullo Pill;—Purchase and alterations of the Forest of Dean Railway:—And purchase of the Severn and Wye Railway and Canal:—And amendment of Acts.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to authorize the South Wales Railway Company to abandon the construction of certain portions of the line of the said railway as at present authorized to be made, and to construct and maintain, in lieu thereof, the other and new lines of railway hereinafter mentioned, with all proper approaches, wharfs, basins, landing-places, works, and conveniences connected therewith respectively; that is to say, one portion of such railway so to be abandoned, and of such new railway to be made in lieu thereof, commencing in the parishes of Coychurch and Llanharran, or one of them, in the county of Glamorgan, at or near the ninety-ninth mile, as marked on the plans and sections of the said South Wales Railway, referred to in "The South Wales Railway Act, 1845," and terminating in the parish of Margam, in the said county of Glamorgan, at or near to the eighty-third mile and third furlong, as marked on the same plans and sections; which new or substituted line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them, that is to say—Llanharran, Trenosisaf, Whitehall, Brynceafawr, Llanilid, Llanilid lower, Velindra, Goot, Pencoedisaf, Trefran, Saint Mary Hill, Rhythin, Tylegwyn, Tresaeson, Penygear, St. Mary Church, St. Mary Hill, Tycandy, Danylan Gelli, Coychurch otherwise Eglwys Llangrallo, Coychurch Lower, Coedmuster, Moor Llangrallo, Watertown, Watertown Court, Shelf, Brynglas, Coychurch Higher, Bryngwenfth, Caccancerig, Henderisaf, Pencoed, Trebryn, Duffryn, Tregroes, Melin Tregroes, Cefn Hirgoed, Ydstrad-y-waun, Peterstone super Montem' Capel Lanbad, Brynygwynon, Blaen Ewenny, Mynydd Portref, Coedybwchan and Felin-gallyfady, Llangan, Treos Moor, Treos or Goston, Ewenny, Corntown, Ewenny Abbey, and Flynnofawr, Coity, Coity Lower, Bridgend, Oldcastle, Caefatre, Heronston, Raocyslod, Coity Higher Coity Castle, Simondston, Llidiare, Melinwyllt, Saint Brides Minor otherwise Llansaintfred, Tyrr mynyred, Newcastle, Newcastle Lower, Ystrad ravr, Park, Newcastle Higher, Aberkenfig, Cwrt, Coleman, Laleston, Laleston Lower, Laleston Higher, Llangwidd, Foes, Tythegston, Tythegston Lower, Red Hill, Penyrheol, Tythegston Higher, Newton Nottage, Grove, Newton Lower, Pyle Kenfigg, Kenfigg Higher, Kenfigg Down, Maudlam, Castle Kenfigg, Tydraw, Margam, Llan-

vihangel, Broombill Havod-y-Porth, Triseient, Eglysnunydd. all in the said county of Glamorgan.

Another part of such railway, so to be abandoned and of such new railway, so to be made and substituted, commencing in the parish of St. Mary Cardiff, in the said county of Glamorgan, at or near the one hundred and thirteenth mile and first furlong, as marked on the said plans and sections, passing in or through the parishes of St. Mary Cardiff, and Llandaff, in the said county of Glamorgan, and terminating in the said parish of Llandaff, at or near the one hundred and twelfth mile, as marked on the same plans and sections.

Another part of such railway so to be abandoned, and of such new railway so to be made and substituted, commencing at or near the one hundred and thirty-second mile of the said South Wales Railway, as marked on the said plans and sections, and in the parishes of Magor and Undy, or one of them, in the county of Monmouth, and terminating in the parish of Christchurch, in the county of Monmouth, at or near the one hundred and twenty-seventh mile of the said last-mentioned railway, as marked on the said plans and sections; and which said last-mentioned new or substituted line of railway will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial or other places following, or some of them; that is to say, Undy, Magor, Upper Grange, Lower Grange, Salisbury, Redwick, Llandevely, Saint Brides Netherwent, Willerick, Willerick-moor, Greenmoor, Bishton or Bishopstone, Llanwerne, Langstone, Whitson, Nash, Green Moore, Christchurch, upper division of Christchurch, and lower division of Christchurch, all in the county of Monmouth.

Another part of such railway, so to be abandoned, and of such new railway so to be made and substituted, commencing at the termination of the said last-mentioned deviation, in the said parish of Christchurch, in the county of Monmouth, and at or near the said one hundred and twenty-seventh mile passing through or being within the said parish of Christchurch and the upper and lower divisions thereof, some or one of them, all in the county of Monmouth, and terminating in the same last-mentioned parish, at or near the one hundred and twenty-fourth mile and seventh furlong of the said South Wales Railway, as marked on the said plans and sections.

And another part of such railway, so to be abandoned, and of such new railway so to be made and substituted, commencing at or near the fifty-sixth mile and seventh furlong, of the said South Wales Railway, as marked on the said plans and sections, in the parish of Llanelly, in the county of Carmarthen, passing in or through the parishes, townships, and extra-parochial, or other places of Llanelly, Hengoed, Pembrey, Pendryn, Llan, Cefn Patrick sands, Burry sands, the bed and shores of the estuary of the Burry and of the river Lougher, some or one of them, in the county

of Carmarthen, and terminating in the parish of Pembrey aforesaid, at or near the fifty-third mile and fifth furlong of the South Wales railway, as marked on the said plans and sections.

And it is also intended, by the said Act, to authorize the said South Wales Railway Company to make and maintain the railways, or branch railways hereinafter mentioned, with all proper and necessary approaches, wharfs, basins, landing-places, works, and conveniences connected therewith respectively, that is to say—

A branch railway diverging from the line of the said South Wales Railway as at present authorized to be made, at or near the seventy-fifth mile thereof, as marked on the said plans and sections, in the parishes of Neath and Llantwit juxta Neath or one of them in the county of Glamorgan, and terminating by two forks or branches, one thereof terminating on the open ground near the lower wharf or shipping place, and cut at Briton Ferry, in the parishes of Briton Ferry and Baglan, or one of them, in said county of Glamorgan, and the other thereof diverging from such last-mentioned branch near to a place called Giant's Grave, in the said parish of Briton Ferry, and terminating near to a wharf and premises in the occupation of Messrs. Penrose and Evans, in the said last-mentioned parish, in the said county of Glamorgan, which said last-mentioned intended branch railways and the works connected therewith, will pass from, in, through, and into, or be situate within the several parishes, townships, and extra-parochial or other places, following, or some of them, that is to say—Neath, Llantwit juxta Neath, Llantwit Lower, Briton Ferry, Baglan Lower, and Baglan, all in the county of Glamorgan.

Also two other railways or branch railways, one thereof commencing by a junction with the Forest of Dean Branch of the Monmouth and Hereford Railway as at present authorized to be made, at or near the Whimsey Pit, in the township of East Dean, in the said county of Gloucester, and terminating by a junction with the Gloucester and Forest of Dean Railway as at present authorized to be made at or near the 12 miles 6-furlongs of the last-mentioned railway, as marked on the plans and sections thereof, referred to in the Act authorizing the construction thereof, in or near a piece of land in the parish of Newnham, in the county of Gloucester, adjoining the Bullo Pill, belonging to the Reverend Edward Jones, and in the occupation of William Oldbury; and the other thereof diverging from such last mentioned intended railway, or branch railway, at or near a certain farm house, called "Hulins," and in or near a certain close or property in the said parish of Newnham, belonging to the Reverend Edward Jones, and in the occupation of John Price, and terminating at or near the southern extremity of the new wharf at Bullo Pill, on the western side of the river Severn, in the parishes of Newnham, and Awre or one of them, in the said county of Gloucester.

And it is further proposed, by the said intended Act to authorize the said South Wales Railway

Company to alter the levels and to divert, widen, and improve certain portions of the line of the railway or tramway known as the Forest of Dean Railway, and to abandon certain portions thereof, and to make a new railway or railways, in lieu thereof, which said last-mentioned intended railways, or branch railways, alterations, diversions and improvements, will pass from, in, through, or into, or be situate within the several parishes, townships, and extra-parochial, or other places following, or some of them; that is to say, Lydney, Nass, Newerne, Purton, Awre, Blakeney, Bledisloe, Hagloe, Etloe otherwise Etloe Duchy, Gibbs Hall, Newnham, Bream's Eves, St. Paul's, East Dean, Her Majesty's Forest of Dean, St. Brivels, West Dean, Whitecroft, Blakeney Walk, Ruardean Walk, Little Dean Walk, Worcester Walk, York otherwise Park-end Walk, Ruardean, Newland, Christchurch, Miery Stock, Brierley, St. John's, Ayleford, Cinderford, Bilson, and Holy Trinity, in the county of Gloucester.

And it is also intended by such Act to authorize the said South Wales Railway Company to alter and divert the stream, bed, or course of so much of the river Taff, in the parishes of Llandaff and St. Mary Cardiff, or one of them, in the said county of Glamorgan, in its course below the bridge at Cardiff, as flows round the property numbered 51 on the said plans of the said South Wales Railway, and to make a new cut or channel in the same parishes, or one of them, and on the west side of the said property, No. 51, in lieu of the portion of the said river so to be diverted, and also to alter, divert, or stop up, temporarily or permanently, all turnpike and other roads, railways, tramways, aqueducts, canals, streams, and rivers within the aforesaid parishes, townships, and extra-parochial or other places, or any of them, with which it may be necessary to interfere in the construction of the intended deviations, railways, branch railways, and works hereinbefore referred to.

And it is also intended by such Act to confer on the said South Wales Railway Company 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 deviations, railways, branch railways, and works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act 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 deviations, railways, branch railways and works, and to confer other rights and privileges.

And by the said intended Act, it is further proposed to enable the Forest of Dean Railway Company, to sell, or let, or transfer to the South Wales Railway Company, the said Forest of Dean Railway, or any part thereof, and all, or any of the works, property, rights, powers, and privileges of the Forest of Dean Railway Company, in connection therewith, and to enable the said South

Wales Railway Company to purchase or rent, and to use, exercise, and enjoy the same, and also to increase or alter the tolls, rates, and duties, now payable upon, or in respect of the said Forest of Dean Railway, and to vary or extinguish all existing rights and privileges connected with or arising out of the same, as well as all claims, if any, to a participation in the tolls, rates, duties, profits, or advantages arising thereout, or therefrom, or connected therewith.

And by the said intended Act it is further proposed to enable the Severn and Wye Railway Company to sell or let to the said South Wales Railway Company, the Severn and Wye Railway and Canal, or any part thereof, and all or any of the works, property, rights, powers, and privileges of the said Severn and Wye Railway and Canal Company in connection therewith upon such terms as may be mutually agreed on; and to enable the said South Wales Railway Company to purchase or rent, and to use, exercise, and enjoy the same, as well as all claims, if any, to a participation in the tolls, rates, duties, profits, or advantages arising thereout or therefrom or connected therewith, and also to alter or increase the tolls, rates, and duties, now payable upon or in respect of the said Severn and Wye Railway and Canal, and to vary or extinguish all existing rights and privileges connected with or arising out of the same.

And it is further intended by the said Act to extend to the works which may thereby be authorized to be made or purchased by the said South Wales Railway Company the powers of sale and lease to the Great Western Railway Company, and of purchasing or renting the same by the said last-mentioned company, which are respectively contained in the South Wales Railway Act, 1845, and an Act passed in the last session of Parliament for amending the same, with reference to the said South Wales Railway, and also to enable the said Great Western Railway Company to raise and contribute funds for, or towards the purchase, construction, maintenance, and use of the said intended railways, branch railways, deviations and works which may be authorized by the said intended Act.

And it is also intended by such Act, to enable the South Wales Railway Company to raise money for the purposes aforesaid; and it is also intended to alter, vary, extend, and enlarge so far as may be necessary, the powers and provisions of the following Acts of Parliament relating to the said South Wales Railway; that is to say, "the South Wales Railway Act, 1845;" and an Act relating to the said South Wales Railway, passed in the last session of Parliament, for amending the said Act; an Act relating to the said Forest of Dean Railway Company, passed in the seventh year of the reign of King George the Fourth, cap. 47; the several Acts relating to the said Severn and Wye Railway and Canal Company, passed, respectively, in the forty-ninth, fiftieth, fifty-first, and fifty-fourth years of the reign of King George the Third, and in the third year of the reign of King George the Fourth; and the following Acts relating to the said

Great Western Railway Company, and to the several railways now forming part of the undertaking of the Great Western Railway Company; an Act of the third year of the reign of his late Majesty King William the Fourth, cap. 36; an Act of the fifth and sixth years of the same reign, cap. 107; an Act of the sixth year of the same reign, cap. 38; an Act of the same year of the same reign, cap. 77; an Act passed in the same year of the same reign, cap. 79; an Act of the first year of the reign of Her present Majesty, cap. 91; an Act of the same year of the same reign, cap. 92; an Act of the same year of the same reign, cap. 24; an Act passed in the second year of the same reign, cap. 27; an Act of the third and fourth years of the same reign, cap. 105; an Act of the fifth year of the same reign, sess. 2, cap. 28; an Act of the sixth year of the same reign, cap. 10; an Act of the seventh year of the same reign, cap. 3; an Act of the eighth and ninth years of the same reign, cap. 40; an Act of the same years of the same reign, cap. 188; an Act of the same years of the same reign, cap. 156; an Act of the same years of the same reign, cap. 191; and an Act of the ninth year of the same reign, cap. 14; and an Act of the ninth and tenth years of the same reign, cap. 369.

And notice is hereby further given, that maps, plans, and sections, shewing the direction line and levels of the said intended railways, branch railways, deviated lines of railway, and other works, hereinbefore referred to, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of the lands proposed to be taken for the purposes of such intended works, will be deposited, on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of Gloucester, at his office, in Gloucester; with the Clerk of the Peace for the county of Monmouth, at his office, in Usk; with the Clerk of the Peace for the county of Glamorgan, at his office, in Cardiff; and with the Clerk of the Peace for the county of Carmarthen, at his office, in Llandovery; and 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 works hereinbefore mentioned, are proposed to be made, will be deposited, on or before the said thirtieth day of November instant, with the parish clerk of each of such parishes, at his residence. —Nov., 1846.

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

London General Coasting Dock, near Gallions Reach, and Connecting Railway with Eastern Counties Railway.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act, for constructing and maintaining a dock or docks, basins, wharfs, warehouses, and other works; with piers and entrances into and from the river Thames, which dock or docks, piers, and other works, will be situate at or near the Reach on the said river, called Gallions

Reach, and in the parishes of Barking, in the county of Essex, and of Woolwich, in the county of Kent, or one of them; and also for making and maintaining a railway with all proper works and conveniences to connect the said dock with the Eastern Counties Railway; such railway to commence at the said dock, on or near the boundary line of the said parishes of Barking and Woolwich, passing thence from, in, through, or into the several parishes, townships, and extra-parochial places of Woolwich, in the county of Kent, and Barking, East Ham, and West Ham, or some of them, in the county of Essex, and terminating in the said parish of West Ham, by a junction or junctions with the Eastern Counties Railway, at or near the bridge on such railway, called or known by the name of Caernarvon Hall Bridge.

And notice is hereby given, that it is intended to levy tolls, rates, or duties, for the use of the said dock, railway, and works; and to grant certain exemptions from such tolls, rates, or duties, and also for the powers usually conferred, for the compulsory purchase of the lands and houses to be described upon the said plans, and also for power to stop up, alter, and divert any turnpike and other roads, brooks, streams, sluices, and other works, and to take water from the river Thames.

And it is also intended by such Act, to incorporate a company for the purpose of carrying into effect the said intended dock, railway, and other works.

And notice is hereby further given, that duplicate plans, and sections, describing the line and levels, and situation of the said intended docks and railway, and the works connected therewith, and the lands to be taken for the purposes thereof, together with a book of reference to such plans, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of such lands will, with a published map, shewing the line of such railway, 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 county of Kent, at Maidstone; and for the county of Essex, at Chelmsford. And on or before the said thirtieth day of November instant, 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, docks, and 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 fifth day of November 1846.

J. Chapple, Junior, Solicitor for the Bill.

Sunderland Improvement Markets and Bridge.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to place under the management of the mayor, aldermen, and burgesses or of the council of the borough of Sunderland, in the county of Durham, the paving, lighting, watching, sewerage, cleansing, watering, and general improvement of the said borough; and it

is intended to transfer to the said mayor, aldermen, and burgesses or council, all the powers, authorities, and jurisdictions granted by three several Acts relating to parts of the said borough, passed respectively in the fiftieth year of the reign of His Majesty King George the Third, intituled "An Act for lighting and watching the streets, lanes, and public passages of the town of Bishop Wearmouth and Bishop Wearmouth Panns, for cleansing, paving, and regulating the footpaths of the said streets, lanes, and public passages; and for removing and preventing nuisances, annoyances, encroachments, and obstructions therein; and for widening and rendering more commodious several of the said streets, lanes, and public passages." An Act passed in the same year, intituled "An Act for paving, lighting, watching, and cleansing the town of Sunderland, near the sea, in the county of Durham, for removing the market, for building a town-hall or market-house, and for otherwise improving the said town; and for establishing a watch on the river Wear." And an Act passed in the seventh year of the reign of His Majesty King George the Fourth, intituled "An Act for paving, lighting, watching, cleansing, and improving the town and parish of Sunderland, near the sea, in the county of Durham, for removing the market, and for otherwise improving the said town."

And it is also intended to repeal the said Acts, and to vest the rates, tolls, and duties arising therefrom, and all rights, privileges, monies, property, effects, and other matters belonging to the parties intrusted with the management thereof in the said mayor, aldermen, and burgesses, or the said council, and to alter such rates, tolls, and duties, or to repeal the same and grant others in lieu thereof; and to charge the monies due and owing under the said Acts upon the rates and tolls to be received by virtue of the intended Act, or upon the borough fund; and it is also intended, that the limits to which the powers and provisions of the said Bill shall apply shall be the whole of the municipal borough of Sunderland, comprising the parish of Sunderland near the sea, and the townships of Bishops Wearmouth Panns, Monk Wearmouth and Monk Wearmouth shore, and part of the township of Bishop Wearmouth, as the same borough is fixed by the Acts for regulating Municipal Corporations in England and Wales, or one of them.

And it is also intended to confer upon the said mayor, aldermen, and burgesses, or the said council, powers within the said limits, to pave, cleanse, light, watch, sewer, and drain the streets, roads, highways, squares, courts, alleys, passages, and places, and to widen and improve the same, and to remove and prevent encroachments, nuisances, and annoyances, and to regulate the construction of houses and buildings, and to do all other matters necessary for improving the health and comfort of the inhabitants of the said borough; and to hold and improve the market and market-place, and other buildings and premises erected by virtue of the recited Acts, or one of them.

And it is also intended to extend to the borough of Sunderland, the powers of any general Act relating to improvement of towns which may be passed in the ensuing session of Parliament, and to levy rates, tolls, and duties upon the owners and occupiers of property, and to receive and collect tolls for the market, and other rates, tolls, and duties, and to raise money upon mortgage, upon the security of the said rates, tolls, and duties, or of the borough fund; and also to enable the said mayor, aldermen, and burgesses, or the said council, to supply the inhabitants of the said borough with gas and water respectively, and to collect and receive rates and rents for such supply or supplies respectively; and it is intended to amend two Acts, passed in the last session of Parliament, for lighting the said borough, and supplying the same with water, and to grant the companies thereby incorporated, or either of them, powers to sell their works, and transfer their rights and privileges to the said mayor, aldermen, and burgesses.

And it is further proposed, to apply for powers in the said Act, to transfer to the said mayor, aldermen, and burgesses, or council, the powers granted by an Act, passed in the thirty-second year of the reign of His Majesty King George the Third, intituled "An Act for building a bridge across the river Wear, from the bank or shore thereof, in the parish of Bishop Wearmouth, in the county of Durham, to the opposite shore, in the parish of Monkwearmouth, in the same county;" and to repeal so much of the said Act as relates to the commissioners, their appointment, powers, and duties, and to vest all the powers, rights, and privileges, money, property, estates and effects, which belong to such commissioners, in the said mayor, aldermen, and burgesses, or the said council; and to enable the said council to exercise the powers of the said Acts, and to alter or reduce the rates and tolls thereby granted; and it is also intended to alter and amend the said Act in other respects, or to repeal the same, and to confer further powers upon the said council.—Dated this fourth day of November, in the year 1846.

Thomas Brunton, Solicitor.

Royston and Hitchin Railway Act Amendment.
(Sale or Lease of Line.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for "An Act to alter, amend, extend, and enlarge the powers and provisions of the Royston and Hitchin Railway Act, 1846," and to enable the company thereby incorporated, to lease or sell and transfer the railway and works, thereby authorized to be made, together with all or any of the powers, rights, privileges, authorities, tolls, lands, buildings, property, estate, and effects, belonging to the said company, unto the Great Northern Railway Company, and to enable the said Great Northern Railway Company to purchase or take on lease the above undertaking, and to hold, use, exercise, and enjoy the said railway

and works, powers, rights, privileges, authorities, tolls, lands, buildings, property, estate, and effects, and to levy tolls, rates, and duties, upon, or in respect of the said railway and works, and to exercise any other rights and privileges, and for the purpose aforesaid to alter, amend, extend, and enlarge the powers and provisions of "The Great Northern Railway Act, 1846," and "The Stamford and Spalding Railway Act, 1846." And to enable the Northern Railway Company to raise a further sum of money, by shares or mortgage, for all or any of the purposes aforesaid.—Dated this ninth day of November 1846.

Bircham, Dalrymple, and Drake, 15, Bedford-row, London, Solicitors.

London Collier Docks.

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 enable such company to make, build, and construct one or more wet dock or docks, and one or more tidal basin or tidal basins, with all necessary and proper basins, canals, piers, wharfs, shipping, and landing-places, warehouses, sheds, bridges, sluices, locks, lock-gates, and works convenient or adjoining thereto, or connected therewith, and which said docks and other works will be situate within the space comprised by the river Thames on the one side, on another side by the Deptford Lower Road, on another side by the Blue Anchor Road, and on the fourth side by the the New Road and the Greenwich Railway, which said docks, basins, and other works will be situated within or adjoining to the parishes of St. Mary, Rotherhithe, and St. Mary Magdalen, Bermondsey, or one of them, in the borough of Southwark, and in the county of Surrey. and to construct proper cuts, canals, locks, lock-gates, and other works in connection therewith, from the said docks to the river Thames, for the purpose of connecting the said docks with the river Thames, and to take water from the said river; 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, to cross, alter, divert, or stop up, whether permanently or temporarily, all such turnpike-roads or other highways, occupation roads and paths, rivers and streams within the parishes aforesaid, or either of them, as may be necessary for the purposes of the said works, and to vary or extinguish all existing rights and privileges connected with such lands, or with the lands, immediately abutting on the said intended docks, wharfs, or works, or which would in any manner interfere with or impede the carrying the said Act or Acts into execution; and it is also intended to apply for powers 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, duplicate plans and sections of the said intended docks, ba-

sins, and other works, 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 Surrey, at Lambeth, in the said county; and at the office of the Clerk of the Peace for the borough of Southwark, in the Old Bailey; and on or before the said thirtieth day of November next, a copy of so much of the said plans and sections 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 ninth day of November 1846.

*Wilkinson and Rasch, 2, Nicholas-lane,
London, Solicitors for the Bill.*

Southampton Consumers' Gas Light and Coke Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, and to obtain an Act, for more effectually lighting with gas the town and county of the town of Southampton, and liberties and precincts thereof, and places adjacent thereto, comprising the several parishes, townships, town lands, tythings, extra-parochial, and other places following, that is to say, Saint Mary, Holy Rood otherwise Holy Rhoad, Saint Michael, Saint John Saint Lawrence, All Saints infra, All Saints extra, South Stoneham, Portswood, the Common, the Marsh, Northam, the Shore and Mudlands in the town and county of the town of Southampton, and Millbrook, otherwise Millbrook, Freemantle, Hill and Sidford, Redbridge. Shirley, the Shore and Mudlands within high water mark, the Shore and Mudlands of the Southampton Water in Millbrooks, otherwise Milbrook, Portswood, and South Stoneham in the county of Southampton, or some of them.

And for incorporating certain persons into a company for the manufacture and sale of gas, and for granting to them all proper and necessary powers for those and other purposes relating thereto.

And notice is hereby further given, that it is intended to obtain powers for the compulsory purchase of lands and houses, and also for enabling the said company to levy and take certain rates or rents for the use of gas to be supplied by them; and is also intended to confer, vary, or extinguish all existing rights and privileges which would impede or interfere with the execution of the purposes aforesaid, and to confer other rights and privileges.—Dated this sixth day of November 1846.

John R. L. Walmisley, Solicitor, London.

Cornwall Railway Act Amendment and Deviation.

(Alteration of Line between Plymouth and a point near Saltash.—Powers to purchase lease, or jointly construct and use portions of the South Devon Railway and works, and to purchase the Saltash Ferry, and to sell or lease New Works to the Great Western Railway Company, or to the Bristol and Exeter Railway Company or to the South Devon Railway Company.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge the powers and provisions of "The Cornwall Railway Act, 1846," and to enable the Cornwall Railway Company to abandon the formation of so much of the line of the Cornwall Railway as at present authorized to be made as lies between the commencement of the said railway at Plymouth and a certain field in the parish of St. Stephen's in the East, in the county of Cornwall, numbered 193 on the plans referred to in the said Act, and to make and maintain a new line of railway in lieu thereof, with all proper wharfs, works, approaches, and conveniences connected therewith, commencing by a junction with the railway as authorised to be made from the main line of the South Devon Railway to Devonport by "The South Devon Railway Amendment and Branches Act, 1846," at or near a certain field or close of land in the parish of Stoke Damerell and county of Devon, numbered 42, on the plans relating to the said railway to Devonport, referred to in the said last-mentioned Act, 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) Stoke Damerell, Devonport, Weston Peverell otherwise Pennycross, otherwise Pennycomequick, Saint Andrew, (Plymouth,) Keyham-creek otherwise Keyham-lake, Weston Mill-creek otherwise Weston Mill-lake, and the beds and shores thereof respectively, all in the county of Devon, Saint Budeaux, the river Tamar and Hamoaze, and the beds and shores thereof respectively, in the counties of Devon and Cornwall, or one of them; Saltash, Saint Stephens in the East, Lynher-river or Lynher-creek, Coombe-creek, and the beds and shores thereof respectively, all in the county of Cornwall, and terminating by a junction with the line of the said Cornwall Railway, as at present authorized to be made, at or near the said field in the parish of St. Stephen's in the East, and county of Cornwall, numbered 193, on the plans of the said Cornwall Railway, referred to in the said first-mentioned Act.

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

And it is also intended by such Act, 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 and works, and to grant exemptions from such tolls, rates, and duties.

And it is further intended by such Act, 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 and works, and to confer other rights and privileges.

And it is also intended by the said Act to enable the said Cornwall Railway Company to take powers for the purchase of a certain ferry across the river Tamar, known as the ferry at Saltash Passage, with all the property, tolls, powers, rights, and privileges thereto belonging, and enjoyed in connexion therewith, and to enable the mayor and free burgesses of the borough of Saltash, or other the owners of the said ferry, to sell and transfer the same, with all the property, tolls, powers, rights, and privileges, appurtenant thereto, to the said Cornwall Railway Company, and in the event of the said purchase, to enable such last mentioned Company to work and maintain the said ferry, to levy tolls in respect of the use of the said ferry, and to grant certain exemptions from the payment of such last-mentioned tolls, and to confer, vary, or extinguish certain rights and privileges connected with the said ferry, and to alter the tolls now payable in respect of the same, and to exercise and enjoy all the powers, rights, and privileges appurtenant thereto.

And it is also proposed by the said intended Act to empower the said Cornwall Railway Company to purchase, or rent, and to enable the said South Devon Railway Company to sell or let the whole, or a part of, or a share or interest in the said railway, authorized to be made from the main line of the said South Devon Railway to Devonport; and also the whole or a part of, or a share or interest in so much of the railway as now authorized to be made by the said "South Devon Railway Amendment and Branches Act, 1846," from the main line of the South Devon Railway to Millbay, as lies between the point of divergence of the said railway to Devonport, from the main line of the said South Devon Railway, and the shores of Millbay, in the parishes of Saint Andrew, Plymouth, and East Stonehouse, in the county of Devon, and to enable the Cornwall Railway Company to raise capital for the purpose, and to exercise and enjoy, either alone or conjointly with the South Devon Railway Company, all or any of the powers of the said South Devon Railway Company, in relation to the said portions of railway in which the Cornwall Railway Company may become interested as aforesaid, and generally, to enable the two last-mentioned companies to enter into and carry into effect, such arrangements as may be deemed expedient for the joint construc-

tion, maintenance, and use of the said portions of railway or either of them, and the works connected therewith.

And it is further intended by such Act, to enable the said Cornwall Railway Company to sell, or let, or transfer the said intended railway, ferry, and works, or any of them or any part thereof respectively, and all or any powers to be granted or conferred by the said Act in connexion therewith or in relation thereto respectively to the Great Western Railway Company, the Bristol and Exeter Railway Company, and the South Devon Railway Company, or any or either of them, and to enable such last-mentioned Companies, or any or either of them, to purchase or rent or construct the said intended railway, ferry, and works, or any of them or any part thereof respectively, and to exercise such powers or any of them, and also to raise and contribute funds for or towards the construction, maintenance, and use of the said intended railway, ferry, and works, and generally to enter into and carry into effect such arrangements in reference thereto as may be mutually agreed on between such last-mentioned Companies respectively.

And it is proposed by the said Act to alter, amend, enlarge, and repeal so far as may be necessary for effecting the purposes aforesaid, the following Acts of Parliament, that is to say, An Act passed in the seventh and eighth years of the reign of Her present Majesty, Cap. 68, and an Act passed in the last session of Parliament, Cap. 402, relating to the South Devon Railway; an Act, passed in the sixth year of the reign of His late Majesty King William the Fourth Cap. 36; an Act, passed in the first year of the reign of Her present Majesty, Cap. 26; an Act, passed in the third year of the same reign, Cap. 47; an Act, passed in the fourth and fifth years of the same reign, Cap. 41; an Act, passed in the eighth and ninth years of the same reign, Cap. 155, and an Act, passed in the last session of Parliament, Cap. 181, severally relating to the Bristol and Exeter Railway, and the following Acts relating to the said Great Western Railway and to the several railways now forming part of that undertaking, and belonging to the Great Western Railway Company, that is to say, an Act, passed in the third year of the reign of His late Majesty King William the Fourth, cap. 36; an Act passed in the fifth and sixth years of the same reign cap. 107; an Act, passed in the sixth year of the same reign, Cap. 38; an Act, passed in the same year of the same reign, Cap. 77; an Act passed in the same year of the same reign cap. 79; an Act, passed in the first year of the reign of Her present Majesty, Cap. 91; an Act, passed in the same year of the same reign, Cap. 92; an Act, passed in the same year of the same reign, Cap. 24; an Act, passed in the second year of the same reign, Cap. 27; an Act passed in the third and fourth years of the same reign, cap. 105; an Act, passed in the fifth year of the same reign, Sess. 2, Cap. 28; an Act, passed in the sixth year of the same reign, Cap. 10; an Act, passed in the seventh year of the same reign, Cap. 3; an Act, passed in the eighth

and ninth years of the same reign, Cap. 40; an Act, passed in the same years of the same reign, Cap. 188; an Act passed in the same years of the same reign, cap. 156; an Act, passed in the same years of the same reign, Cap. 191; and certain Acts passed in the last session of Parliament, Cap. 369 and 14 respectively.

And notice is hereby further given, that maps, plans and sections describing the direction, situation, and levels of the said new or altered line of railway and other 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 reputed owners, lessees and occupiers of such lands will be deposited on or before the thirtieth day of November instant, with the Clerk of the Peace for the county of 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 St. Austell; and that a copy of so much of the said plans, sections and books of reference, as relates to each of the parishes in, or through which the said new or altered line of railway and works are intended to be made will be deposited on or before the said thirtieth day of November, with the parish clerks of those parishes respectively at their respective residences.—Dated the 7th day of November, 1846.

Smith and Roberts, Truro.

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

National Mercantile Life Assurance Society.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to confer on the National Mercantile Life Assurance Society, certain privileges of a corporate body, or to incorporate the said National Mercantile Life Assurance Society, and to enable the said society to sue and be sued, and to hold and transfer property, heritable and moveable, real, and personal, in name of the said society, or in the name of certain members or co-partners, or officer or officers of the said society; to alter and amend the contracts of copartnership, or deeds of settlement, and the rules and regulations, laws and bye-laws of the said society, and so far as necessary to confirm the same, and to confer on the said society and the directors thereof, other powers, rights, and privileges.

Newbon and Evans, Doctors' Commons;
and Frederick Bankart, Clements-lane,
Solicitors to the said Society.

Dated this seventh day of November 1846.

Bradford Parish and Vicarage Division.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act for the division of the parish and vicarage of Bradford, in the county of York, within the diocese of Ripon, in the said county, into separate districts, parishes, or vicarages, for ecclesiastical purposes, and for facilitating and aiding the endowment of such separate

parishes or vicarages, out of the proceeds of the said present vicarage; and for providing one or more parsonage-house or houses, for the incumbents of such separate parishes or vicarages, or some of them; and for extending to the said Act the provisions of the several Acts for promoting the building of additional churches, and for raising money by pew rents, and for applying to the purposes of the said new parishes or vicarages any rates or other moneys now leviable in respect of the said vicarage of Bradford; and, in the said Act, powers will be contained for selling all or parts of the glebe lands belonging to the said vicarage, and for granting leases thereof for long terms of years; and for applying the money produced by such sales and leases, or any part thereof, towards defraying the expenses of procuring the said Act, and towards the augmentation of the said new parishes or vicarages, and for providing for the patronage of such new parishes or vicarages, and for varying or extinguishing all existing rights and privileges in relation to the said vicarage, which would impede or interfere with the execution of the purposes aforesaid.—Dated fourth November 1846.

Symes, Weston, and Teesdale, Fenchurch-street, London, Solicitors for the Bill.

Gosnell's Charities Estate.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to incorporate certain persons as governors of certain charities founded by James Gosnell, late of Bolton-in-the-Moors, in the county of Lancaster, clerk, and to vest in such governors the lands and property belonging to the said charities. And it is intended by such Act to confirm certain leases and agreements for leases of parts of the lands belonging to the said charities, and to empower the said governors to accept surrenders of certain leases of parts of the said lands, and to grant, or concur in granting, building and other leases of the said lands, and to empower the said governors to convey any part or parts of the said lands in fee-simple on chief rents, and to empower the said governors to apply a portion of the annual income derived from the said charity lands and property, for or towards the temporary or permanent endowment or endowments of any district church or churches, or any church or churches erected under the Acts of Parliament commonly called the Church Building Acts, built or to be built in the parish of Bolton-in-the-Moors, in the said county of Lancaster; and towards the erection of houses for the residence of the ministers thereof respectively. And to grant to and confer on such governors all necessary and proper powers, rights, and privileges relating to the said lands and property, and the income thereof, and the said charities; and to alter, vary, and extinguish any existing rights and privileges which may interfere with the powers, rights, and privileges to be so granted.

Dated this seventh day of November 1846.

J. K. Watkins, Solicitor, Bolton.

Direct London and Portsmouth Railway.

(Approach to Dorking, Alterations in Levels of Line at Epsom and at Leatherhead, Deviation of Line from Idsworth to Havant and Bedhampton, and Alteration of Levels of Croydon and Epsom Railway at Epsom.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of an Act, passed in the last session of Parliament, intituled "An Act for making a railway from the Croydon and Epsom Railway at Epsom, to the town of Portsmouth, to be called 'The Direct London and Portsmouth Railway;'" and to enable the Direct London and Portsmouth Railway Company, incorporated by such Act, to alter the line and levels of certain portions of such railway in the several instances hereinafter mentioned, or some of them, and to construct additional works in connexion with such railway, that is to say, an alteration of such levels, commencing at the point of junction of such railway with the Croydon and Epsom Railway, in the parish of Epsom, in the county of Surrey, and terminating in the said parish, at or near a certain field or property numbered 178 on the deposited plans of the said Direct London and Portsmouth Railway in the said Act referred to; another alteration of such levels, commencing at or near a certain field or property, numbered 15 on such plans, in the parish of Leatherhead, in the said county of Surrey, and terminating in such parish at or near a field numbered 63 on such plans; and for the purpose of effecting a junction with the Croydon and Epsom Railway, when the firstly hereinbefore-mentioned alteration of the levels of the said Direct London and Portsmouth Railway shall be authorized, it is further intended by such Act to authorize an alteration of the levels of the Croydon and Epsom Railway, commencing at the point of junction aforesaid, at or near the turnpike road, numbered 98a on the deposited plans of the said Croydon and Epsom Railway, situate in the said parish of Epsom, and terminating in such parish at or near the field or property numbered 11 on the said last-mentioned plans.

And it is intended by such Act to alter the powers and provisions of the Act, passed in the seventh and eighth years of the reign of Her present Majesty, intituled "An Act for making a railway from the London and Croydon Railway at Croydon to Epsom;" also an Act, passed in the last session of Parliament, intituled "An Act to consolidate and unite the London and Brighton and the London and Croydon Railway Companies, and the undertakings belonging to them;" and also the several Acts which have been from time to time passed relating to the said amalgamated companies, or either of them.

And it is further proposed in the said Act, to apply for power to make an approach to or communication with the said railway from the town of Dorking, such approach to commence in or near the field numbered 25 on the said deposited plans

of the said Direct London and Portsmouth Railway, in the parish of Dorking, and to terminate at or near the point where the road called Mill-lane joins the High-street, in the town of Dorking, in the said parish of Dorking.

And it is further proposed, by the said Act, to apply for power to make a deviation in the line of the said Direct London and Portsmouth Railway, commencing at or near a field numbered 50 on the said deposited plans of the Direct London and Portsmouth Railway, in the tithing of Idsworth, in the parish of Chalton, passing thence from, through, and into the parishes, townships, and extra-parochial or other places of Idsworth, Blendworth, Chalton, Rowland's Castle, Warblington, and Havant, or some of them, in the county of Southampton, and of Upmarden and Stoughton, or one of them, in the county of Sussex, and forming a junction or junctions with the Portsmouth Extension of the Brighton and Chichester Railway, in the said parish of Havant, at or near the road leading from Havant to Horndean, and from such point of junction passing through the parishes of Havant and Bedhampton, in the said county of Southampton, and terminating in the line of the Direct London and Portsmouth Railway, as at present authorized, at or near a field numbered 7 on the said deposited plans of such last-mentioned railway, in the said parish of Bedhampton, and to abandon so much of the line of the said Direct London and Portsmouth Railway as may be rendered unnecessary by the before-mentioned deviation.

And for effecting the several objects before mentioned, it is intended to vary or extinguish all rights and privileges which might in anywise impede or interfere with their attainment; and also to take powers to stop up, divert, and alter any highways, turnpike roads, footways, or canal which it may be necessary or desirable to stop up, divert, and alter, in any of the parishes, townships, extra-parochial, or other places, for any of the before-mentioned works.

And it is further intended, by such Act, to confer other rights and privileges, and to continue the present powers of compulsory purchase in and over the lands which will be affected by the said alterations of the levels, and to obtain the powers usually conferred for the compulsory purchase of lands and houses which may be required in the construction of the said deviation and approach, and for power to levy tolls, rates, and duties in respect thereof.

And notice is hereby also given, that duplicate plans, describing such portions of the lines of the said Direct London and Portsmouth, and Croydon and Epsom Railways, in which the before-mentioned alterations of the levels are intended to be made, together with duplicate sections to such plans, shewing the nature of such alterations, and books of reference, containing the names of the owners or reputed owners, lessees or reputed lessees, and occupiers of the lands, houses, and other property in or through which such alterations of levels will be made, and also duplicate plans and sections, describing the lines and levels of the said

new works and deviation, and the lands to be taken for the purposes thereof, together with books of reference to such plans, and a published map, shewing the course of such deviation and new works, will be deposited with the Clerk of the Peace of the county of Surrey, at his office in Lambeth, with the Clerk of the Peace of the county of Sussex, at his office at Lewes, and with the Clerk of the Peace of the county of Southampton, at his office at Winchester, on or before the thirtieth day of November next, and that a copy of so much of the said plans, sections, and books of reference, as relates to each of the parishes before mentioned, in or through which the said alterations of levels or deviation and new works will be made, will, on or before the said thirtieth day of November, be deposited, for public inspection, with the respective parish clerks of such parishes at their respective places of abode.—Dated this thirty-first day of October 1846.

Burchell, Kilgour, and Parson, 47, Parliament-street.

Holyhead Harbour.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to amend, alter, and enlarge the powers and provisions of an Act, passed in the fiftieth year of the reign of His Majesty King George the Third, intituled "An Act for the improving and completing the harbour of Holyhead, in the isle of Anglesea," and to empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, on behalf of Her Majesty, to take and use for the purposes of a proposed new and improved harbour, at or near Holyhead, and the works, matters, and things incident to or connected therewith, certain lands, houses, tenements, and hereditaments situate in or near the town of Holyhead, in the parish of Holyhead, in the county of Anglesea; and to empower the said Commissioners, on behalf of Her Majesty, to stop up, divert, raise, lower, or alter all or any of the roads, ways, paths, passages, streams, and watercourses which now lead into, through, across, or over the before-mentioned lands, tenements, or hereditaments so intended to be taken and acquired. And in such Act powers will be contained for the compulsory purchase of all such lands, houses, tenements, and hereditaments as may be necessary for carrying the purposes aforesaid into 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.

And notice is hereby further given, that duplicate plans of the said lands, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Anglesea, at his office at Beaumaris, in the said county, on or before the thirtieth day of November 1846; and, on or before the said thirtieth day of November 1846, a copy of the said plan, together

with a book of reference thereto, will be deposited with the parish clerk of Holyhead, at his place of abode.—Dated this third day of November 1846.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings,
Pemberton, Crawley, and Gardiner,
20, Whitehall-place, Westminster.

Portland Harbour of Refuge.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to empower the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings, on behalf of Her Majesty, to take and use for the purposes of a proposed harbour of refuge and breakwater intended to be constructed on or near the north east side of the isle of Portland, and the works, matters, and things incident to or connected therewith, certain lands, houses, tenements, and hereditaments situate in the isle of Portland, in the parish of Portland, in the county of Dorset; and to empower the said Commissioners, on behalf of Her Majesty, to stop up, divert, raise, lower, or alter all or any of the roads, ways, paths, passages, streams, and watercourses which now lead into, through, across, or over the before-mentioned lands, tenements, or hereditaments so intended to be taken and acquired. And in such Act powers will be contained for the compulsory purchase of all such lands, houses, tenements, and hereditaments as may be necessary for carrying the several purposes aforesaid into 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.

And notice is hereby further given, that duplicate plans of the said lands, together with books of reference thereto, will be deposited, for public inspection, with the Clerk of the Peace for the county of Dorset, at his office at Sherborne, in the said county, on or before the thirtieth day of November 1846; and, on or before the said thirtieth day of November 1846, a copy of the said plan, together with a book of reference thereto, will be deposited with the parish clerk of Portland, at his place of abode.—Dated this third day of November 1846.

By order of the Commissioners of Her Majesty's Woods, Forests, Land Revenues, Works, and Buildings,
Pemberton, Crawley, and Gardiner,
20, Whitehall-place, Westminster.

Bingley Improvement.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for a Bill for better paving, lighting, watching, cleansing, and otherwise regulating and improving the several streets, lanes, roads, paths, ways, courts, passages, bridges, and other places lying and being within so much and such parts of the several hamlets of Bingley, Mickethwaite, and

Harden, situate in the township of Bingley, otherwise called Bingley with Micklethwaite, in the parish of Bingley, in the west riding of the county of York, as is, and are, within a boundary or limit commencing at and including the whole of the bridge over the river Aire, situate in the aforesaid hamlets of Bingley, Micklethwaite, and Harden, some or one of them, commonly called or known by the name of "Ireland Bridge," and following the eastern side or bank of the said river Aire, in a north-westerly direction, to the furthest or westerly corner of the fence of a certain field or piece of wood ground called "The Brow," belonging to the Reverend Thomas Gerard Ferrand, clerk, occupied by Thomas Hodgson, at the point or place where such fence abuts upon the said river; thence in a direct line in a north-easterly direction to the furthest or north-easterly corner of another field belonging to the said Reverend Thomas Gerard Ferrand, called "Castle Fields," occupied by the said Thomas Hodgson; thence in a direct line in an easterly direction across the Bradford and Keighley turnpike-road up to and until it reaches the "Five-rise Locks" of the Leeds and Liverpool Canal; thence direct across the said canal, and then along the eastern side of such canal in a south-easterly direction up to and until it reaches the nearest or northerly corner of the fence of a field called "Piper Acre," belonging to Mrs. Sarah Ferrand, and William Busfeild Ferrand, Esquire, or one of them, occupied by William England, at the point or place where such fence abuts upon the said canal; thence in a direct line in an easterly direction, across the Bingley and Otley highway, up to and until it reaches the furthest or south-easterly corner of a field called "The Ing," belonging to George Lane Fox, Esquire, and occupied by Benjamin Beck Skirrow; thence in a direct line in a southerly direction, across the Bingley and Gilstead highway, up to and until it reaches the south-easterly corner of a field or piece of ground called "Myrtle Pasture," belonging to the devisees of the late Walker Ferrand, Esquire, deceased, and to the said William Busfeild Ferrand, Esquire, some or one of them, occupied by John Outterside and others, as cow-gates, at the point or place where the fence of the said pasture abuts upon the said Bradford and Keighley turnpike-road, and which said fence divides the said pasture from an adjoining field which belongs to the said devisees, and the said William Busfeild Ferrand, some or one of them, called the "Brigg Flatt," occupied by the said John Outterside, and others, as garden allotments; thence proceeding up or following the course of the said last-mentioned fence in a south-westerly direction up to and until it reaches the said river Aire; thence along the said river Aire on the eastern side or bank thereof in a westerly direction up to and until it reaches Ireland Bridge aforesaid; and for regulating the houses and buildings within the said boundary or limit, and for widening and altering the present and making and opening new streets, ways, and communications, and for making and maintaining drains, sewers, and watercourses, and improving the existing drains

and sewers; and for establishing, maintaining, and regulating a proper and effective police, and removing and preventing encroachments, nuisances, annoyances, and obstructions therein; and powers will also be applied for in the said Bill for the purchase by agreement or otherwise, or for taking on lease, all such lands and houses, tenements and hereditaments, within the boundary or limit aforesaid, that may be necessary for the purposes aforesaid, and to vary, repeal, or extinguish any existing rights and privileges connected with the lands and houses, tenements and hereditaments, proposed to be taken; and powers will also be applied for in the said Bill to levy and collect rates and duties for carrying into effect the objects of the said Bill, and to alter existing rates and duties, and to confer, vary, or extinguish exemptions from the payment of rates or duties, and other rights and privileges, and also to raise money, by mortgage or otherwise, upon the security of the said rates and duties, for the purpose of carrying all or any of the objects aforesaid into effect; and it is also intended by the said Bill to enable the Commissioners or other persons to be therein named, or to be appointed under any powers thereby given, to supply and light with Gas, or otherwise, or to contract with any company, body, or persons, to supply and light with Gas, or otherwise, the various streets and other public passages and places within the said boundary or limit, and to levy and collect rates or rents for and in respect of the Gas so to be supplied, and to confer, alter, vary, or extinguish exemptions from the payment of rates or rents and other rights and privileges; and it is intended that the said Bill shall contain all the powers and provisions usually inserted in Bills of a similar description, or which may be deemed necessary or expedient for carrying into effect the objects and purposes aforesaid.—Dated this second day of November 1846.

*Weatherhead and Burr, Bingley, Yorkshire.
Few and Co., Covent Garden, London.*

Doddington Rectory Division.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for the division of the parish and rectory of Doddington, otherwise Dornington, in the county of Cambridge, into distinct and separate rectories and parishes for ecclesiastical purposes, and for apportioning between the said rectories and parishes, so to be formed, the tithes of the said parish and rectory, and the fees and other payments payable in respect of the said parish and rectory, and parish church of Doddington, or Dornington aforesaid; and for erecting, building, and maintaining additional churches and chapels within the said parish, and the several rectories and parishes to be formed as aforesaid, and for endowing the same out of the tithes and glebe lands and revenues of the said rectory, or otherwise; and also for building, providing, enlarging, repairing, and maintaining parsonage houses and residences for the incumbents of the

said churches, chapels, rectories, and parishes which now are or may be erected and formed as aforesaid; and for purchasing lands, by agreement, for all or any of the purposes aforesaid, and for appropriating part of such lands as glebe for such residences or parsonages, or for other purposes connected with the said churches or chapels; and to subject the several churches, chapels, rectories and parishes, to be so established by the said Bill, to the Church Building Commissioners, and the several Acts of Parliament under which the powers of the said Commissioners are now exercised.

And notice is hereby further given, that it is intended to apply for powers to levy rates, fees, and pew rents, and to alter existing rates, fees, and pew rents, and to sell, dispose of, or to let the pews and sittings in any of the churches, or chapels, within the said parishes, and to confer, vary, or extinguish exemptions from rates, fees, and pew rents, and other powers, rights, and privileges; and to raise or borrow money for carrying into full and complete effect the several purposes of the said Bill.—Dated this 31st day of October 1846.

J. Birt, 1, Southampton-street, Fitzroy-square, London, Solicitor for the Bill.

Cheshire Stipendiary Chairman, or Assistant Chairman or Judge of the Quarter Sessions.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorise the appointment of a stipendiary chairman, or assistant chairman or judge of the court of quarter sessions of the peace for the county of Chester; and to confer upon him all necessary rights and privileges, and to provide a competent salary or stipend for such chairman, or assistant chairman or judge, such salary or stipend to be raised and paid out of the county rates for the time being of the said county of Chester.—Dated this second day of November 1846.

Potts's and Brown, Solicitors, Chester.

Holme Reservoirs (Alteration of Rates, Additional Loan, and Amendment Bill).

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for a Bill to alter and amend the powers and provisions of an Act, passed in the session of Parliament holden in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining certain reservoirs in the several townships of Holme, Cartworth, Austonley, Uppertong, Wooldale, and Hepworth, in the several parishes of Kirkburton and Almondbury, in the west riding of the county of York;" in which Bill it is also intended to alter the rates and duties granted by such Act, and to authorise the levying of new rates and duties, and to confer, vary, or extinguish exemptions from payment of rates and duties, and other rights and privileges.

And notice is also given, that it is further intended, in the said Bill, to authorise "the Com-

missioners of the Holme Reservoirs," incorporated by the said Act, to borrow an additional sum of money for the purposes of the undertaking sanctioned thereby, and to grant unto them such further and other powers as may be proper and necessary.—Dated this fifth day of November 1846.

Will. Jacomb, Solicitor, Huddersfield,
Clerk to the Commissioners.

Weymouth and Melcombe Regis Harbour and Bridge Trusts.

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 repealing the petty customs, harbour dues, wharfage dues, and ballast duties, which, by virtue of an Act of Parliament, passed in the sixth year of the reign of His late Majesty King George the Fourth, and intituled "An Act to amend and enlarge the powers and provisions of several Acts relating to the harbour and bridge of the borough and town of Weymouth and Melcombe Regis, in the county of Dorset," are payable or raisable for the repair, improvement, and maintenance of the said harbour, and the wharfs, quays, and piers adjoining or belonging thereto, and substituting in lieu thereof certain tonnage, ballast dues, and ship dues, to be mentioned in the said intended Bill, and for vesting in commissioners to be thereby appointed as well the said tonnage, ballast dues, and ship dues; as also all and singular the tolls or duties which, by virtue of the said Act, and an Act of Parliament passed in the first year of the reign of His late Majesty King George the Fourth, and intituled "An Act for repairing or taking down and rebuilding the bridge within the borough and town of Weymouth and Melcombe Regis, in the county of Dorset," or either of such Acts, are payable or raisable for the maintenance and repair of the said bridge, except the duty on coals, culm, cinders, and coke, granted by the first-mentioned Act (which duty it is intended shall be wholly repealed), and consolidating the trusts of the said harbour and bridge into one general trust. And also for enabling such commissioners to borrow, or take up at interest, monies, for the purpose of paying off the charges affecting the aforesaid trusts; and completing the piers and erections in and about the said harbour, and generally of improving the said harbour, and the wharfs, quays, and piers connected therewith, and to mortgage the said tonnage, ballast dues, and ship dues, and the said bridge tolls and duties as security for the repayment of such monies and interest.

Dated the fourth day of November 1846.

Fredk. Chas. Steggall, Solicitor, Weymouth.

Pendleton Gas, Town Hall, and Drainage.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session for an Act for better lighting with gas the streets, roads, lanes, passages, and places within the township of Pendleton, in the parish of Eccles, in the county of Lancaster, and for constituting a body of commissioners for the purposes of

carrying such Act into execution; and to confer upon such commissioners, or other the persons to be appointed and nominated by the said intended Act to execute the same, to construct all necessary gasometers, retorts, and other apparatus and works, and to lay mains and pipes through private lands, and along the several streets, roads, lanes, passages, and places within the said township, and to manufacture gas, and to supply the same to the inhabitants of the said township; and also to enable the said commissioners, or other persons, to take down and remove the building now used for public meetings, for transacting the business of the said township, and to erect, construct, and maintain in lieu thereof, a Town Hall, with all necessary offices, buildings, and accommodations connected therewith; and also to enable the said commissioners, or other persons, to sewer, drain, cleanse, and arch, or cover over, a certain ditch, drain, sewer, or water-course, called the Black Ditch, which is situate in, and passes through, the townships of Pendleton aforesaid and Salford, in the said county, or one of them, and to defray the expence thereof by a rate or assessment upon the owners and occupiers of the property upon each side of the said ditch.

And it is also proposed, by the said intended Act, to give power to the said commissioners, or other persons, to purchase, by compulsion or agreement, lands and houses for the purposes aforesaid, or some of them, and to vary or extinguish all existing rights and privileges connected with the said lands and houses, or which would impede or interfere with the several purposes aforesaid, or any of them; and also to levy rates or assessments upon the inhabitants of the said township, and to demand and receive rents and charges for such supply of gas, as aforesaid, and to grant such exemptions from the payment of such rates, assessments, rents and charges, as may be deemed expedient.—Dated the fifth day of November 1846.

Geo. Smith, Solicitor for the promoters of the said Bill.

York and Newcastle, and Newcastle and Berwick,
Railways,
(Amalgamation Bill.)

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session for an Act to alter, amend, enlarge, repeal, and consolidate the powers and provisions of the several Acts hereinafter mentioned, or some of them, that is to say, the several Acts relating to the York and Newcastle Railway Company (lately called the Newcastle and Darlington Junction Railway Company), passed respectively in the fifth, sixth, seventh, ninth, and tenth years of the reign of her present Majesty Queen Victoria, and the several Acts relating to the Newcastle and Berwick Railway Company, passed respectively in the ninth and tenth years of the reign of her said present Majesty.

And it is intended by the said Act so to be applied for, to authorize and empower the union, amalgamation, and consolidation, into one under-

taking of the railways and works belonging to the said York and Newcastle Railway Company, and to the said Newcastle and Berwick Railway Company respectively, and the respective capitals, stocks, shares, property, and effects of the said two companies, and the vesting in one company of all the railways, 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 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 several railways and works belonging to and authorized to be made by the said York and Newcastle, and Newcastle and Berwick Railway Companies respectively, or any of them, or any part or parts thereof respectively, and either to adopt, alter, increase, or vary the tolls, rates, or duties now authorized to be taken upon or in respect of the same railways and works respectively, and to confer, vary, or extinguish exemptions from payment of tolls, rates, or duties, and other rights and privileges; and in such Act 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 second day of November 1846.

Richardson and Gutch, and } Solicitors,
H. Newton, } York.
Thos. Knox Holmes, }
Law, Anton, and Turnbull, } Parliamentary
18, Fludyer-street, West- } Agents.
minster, }

Protestant Dissenters' and General Life and Fire Insurance Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill to alter, amend, enlarge, and extend some of the powers and provisions of an Act, passed in the third year of the reign of Her present Majesty Queen Victoria, intituled "An Act to enable the Protestant Dissenters' and General Life and Fire Insurance Company to sue and be sued in the name of the Chairman, Deputy Chairman, or any one of the Directors, or of the Secretary of the said Company," and to grant to the said company further and other powers, rights, and privileges.

And notice is hereby also given, that it is intended to take power to alter and amend the deed of settlement of the said company, and to alter the name or title of the said company, and to substitute the name or title of "The General Life and Fire Assurance Company," in lieu of the present name or title.—Dated this third day of November 1846.

Stephen Walters, 36, Basinghall-street,
London, Solicitor to the said Com-
pany.

Jones and Wankinsley, Parliamentary
Agents.

Warrington Gas Light and Coke Company. (Amendment and Enlargement of 3d George the Fourth, chap. 35, with power to sell or lease to the Commissioners of Police.)

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to amend, extend, and enlarge some of the powers and provisions of an Act, passed in the third year of the reign of His late Majesty King George the Fourth, intituled "An Act for incorporating the Warrington Gas Light Company," and to extend the powers of the said Act, or to grant to the Warrington Gas Light and Coke Company, incorporated thereby, further and more effectual powers for lighting with gas the town and borough of Warrington, and the parishes, townships, and places of Warrington, the district parish of Saint Paul, in Warrington, Poulton with Fearnhead, Winwick, Winwick-with-Hulme, Newton, Newton within Mackerfield, the district parish or chapelry district of Saint Peter, Newton in Mackerfield, Woolston with Martinscroft, Prescott, Great Sankey, and Burton Wood, in the county of Lancaster; and of Latchford, Appleton, Hull and Appleton, Great Budworth, Grappenhall, Higher Walton, Lower Walton, Thelwall, and Runcorn, in the county of Chester, or some of them; and for supplying the inhabitants thereof, respectively, with gas; and for enabling the said company to lay down pipes, mains, and other works through and in the several squares, streets, roads, lanes, and alleys within the said town, borough, parishes, townships, and places, or any of them; and to erect and construct all such buildings, gasometers, apparatus, and works, as may be necessary for that purpose; and to contract with any person or persons, bodies corporate or corporations, aggregate or sole, for supplying him or them with such gas in the said town, borough, parishes, townships, and places, or any of them, on such terms as may be mutually agreed upon.

And it is further intended, by the said Act, to enable the said company to raise a further sum of money for the purposes aforesaid, and to levy rates and duties in respect of the use of the gas to be supplied by them, and to alter the rates at present authorized by the said recited Act, and also to grant exemptions from the payment of such rates and duties.

And power will also be applied for, in the said Act, to enable the said company to sell or lease, transfer, and make over the works, buildings, property, and other effects of the said company, or any parts or portions thereof, together with all their rights, powers, and privileges connected therewith, to the Commissioners acting in execution of an Act of Parliament, passed in the fifty-third year of the reign of King George the Third, intituled "An Act for paving and improving the town of Warrington, in the county of Lancaster, and for building a new Bridewell in the said town;" and to enable such Commissioners to accept such lease, or to make such purchase, and to levy rates

and duties in respect of gas supplied by them, and for such purposes it is intended, so far as may be necessary, to alter, amend, and enlarge the provisions of the last-mentioned Act.—Dated the second day of November 1846.

By order,
Josh. Wagstaff, Clerk to the said Company.

Etherow Reservoirs.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to authorize the construction of certain reservoirs, with all proper embankments, sluices, drains, and other works in connection therewith, for the purpose of impounding, collecting, and taking the waters of a certain river called or known by the name of the Etherow or Mersey, which now flows into and supplies the river Mersey, and also a certain navigation called the Mersey and Irwell Navigation, and thereby ensuring a more regular and ample supply of water for the use of millowners and other owners of property upon the said river Etherow or Mersey, and upon the rivers Mersey and Irwell, below the site of such intended reservoirs and works; one of which said reservoirs will be situate at or near Tor-side, partly in the hamlet or township of Padfield, in the parish of Glossop, in the county of Derby, and partly in the township of Tintwistle, in the parish of Mottram en Longdendale, in the county of Chester; and the other of which said reservoirs will be situate at or near Woodhead Chapel, partly in the township of Tintwistle, in the parish of Mottram en Longdendale, in the county of Chester, and partly in the hamlet or township of Padfield, in the parish of Glossop, in the county of Derby; and it is also proposed, by the said Act, to appoint certain Commissioners for the purpose of carrying into effect the objects aforesaid, with powers to purchase by compulsion or agreement, and to hold lands for the purposes aforesaid; and to levy rates or rents for the supply of water, and to grant certain exemptions from such rates or rents, and also to raise money for the purpose of carrying into effect the objects aforesaid, on the security of such rates or rents; and it is also proposed to vary or extinguish all existing rights and privileges which would impede or interfere with the objects aforesaid, and to confer other rights and privileges.

And notice is hereby further given, that a plan and section of the said intended reservoirs, and of the lands in or through which the same are intended to be made, 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, for public inspection, 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; and with the Clerk of the Peace for the county of Chester, at his office in Chester; and that a copy of so much of the said plan, section, and book of reference as relates to each of 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 said thirtieth of November, with the parish clerks of such parishes respectively, at their respective residences.—Dated this fourth day of November 1846.

Slater and Heelis, Solicitors.

Newhaven Harbour, Ouse Lower Navigation, and Lewes and Laughton Drainage.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to repeal the several Acts following (that is to say), an Act, passed in the fourth year of the reign of His Majesty King George the Second, intituled "An Act for repairing and keeping in repair the pier or piers and harbour of Newhaven, in the county of Sussex;" another Act, passed in the thirty-first year of the reign of His Majesty King George the Third, intituled "An Act for improving the navigation of the river Ouse, between Newhaven-bridge and Lewes-bridge, in the county of Sussex, and for the better draining of the low lands lying in Lewes and Laughton Levels, in the said county;" and another Act, passed in the fortieth year of the reign of His said Majesty King George the Third, intituled "An Act to alter, amend, and enlarge the powers of an Act, passed in the thirty-first year of the reign of His present Majesty King George the Third, for improving the navigation of the river Ouse, between Newhaven-bridge and Lewes-bridge, in the county of Sussex, and for the better draining of the low lands lying in Lewes and Laughton Levels, in the said county;" and to grant further, better, and more effectual powers and provisions for executing the purposes by the said Acts intended, and to place the works to be executed, and the duties to be imposed thereby, under the power of one body of trustees; and in the said Act power is intended to be applied for to alter the tolls, rates, or duties to which certain lands in the said Lewes and Laughton Levels are at present liable to be scotched, for the purposes of the said Acts relating to the Ouse Lower Navigation: and in the said Act power is also intended to be applied for to increase, vary, or alter the several tolls or duties at present payable, as well in respect of the said harbour as of the said Ouse Lower Navigation.—Dated this third day of November 1846.

Lewis and Verral, Solicitors, Lewes.

Hayle's Charity.

NOTICE is hereby given, that, pursuant to an Order of the High Court of Chancery, made in this matter, bearing date the twenty-ninth day of July 1846, application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill for the purpose of vesting the legal estate in fee simple in remainder, expectant upon the determination of a certain indenture of lease, dated the first day of May 1784, of and in the property belonging to the said Charity, called

Hayle's Charity, situate in the parish of Saint George the Martyr, Southwark, in the county of Surrey, and comprised in and demised by the said lease, in certain persons as the trustees thereof, and their heirs and assigns, trustees for the time being of the said Charity, and to enable the trustees of the said Charity to grant building, repairing, and other leases, and to take premiums thereon, and generally to apply the funds of this Charity for the charitable purposes mentioned in a certain Order of the High Court of Chancery, made in the matter of the said Charity, called Hayle's Charity, and bearing date the twenty-seventh day of January 1823, or to be mentioned in such other Order or Orders of the said Court as shall or may hereafter be made in this matter; and also for such usual and other provisions or powers as may be thought proper and expedient for the purposes aforesaid, and for the benefit of the said Charity, called Hayle's Charity; and for the above purposes, if necessary, to enlarge, extend, alter, or vary the powers of a certain Act of Parliament, made and passed in the ninth year of the reign of His late Majesty King George the Fourth, intituled "An Act for confirming a partition of the Walcott Charity Estates, situate in the parish of Lambeth, in Surrey, by vesting the same in trustees for the several parishes of Lambeth aforesaid, and St. Olave, Southwark, and St. John, Horselydown, in Surrey, and for regulating the said Charities; and also the trustees of a certain other Charity, called Hayle's Charity, in Lambeth, to grant building and repairing leases" (so far only as relates to the estates and property of the said Charity, called Hayle's Charity).—Dated this fourth day of November 1846.

H. Harpur, Kennington-cross, Solicitor for the proposed Bill.

Parratt and Walmisley, Parliamentary Agents, House of Lords.

Ewell Rates.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill and to obtain an Act for the better and more effectual ascertaining, assessing, collecting, and levying the poor rates, and all other rates and assessments, in the parish of Ewell, in the county of Surrey; in which Bill provision is intended to be made for rating, assessing, and levying the said rates and assessments on the owners of certain tenements within the said parish, instead of the actual occupiers thereof; for the appointment of a vestry clerk and other officers for the better ascertaining, assessing, collecting, and levying the said rates and assessments; and for the better management of the business and affairs of the said parish; and for other purposes relating thereto.—Dated this second day of November 1846.

Everest, White, Hanslip, and Manning, 12, Hatton-garden, and Epsom, Surrey, Parliamentary Agents.

Wolverhampton Rates Bill.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to exempt the occupiers of houses, cottages, or tenements, buildings, and hereditaments within the several townships of Wolverhampton, Bilston, Willenhall, and Wednesfield, all in the parish and union of Wolverhampton, in the county of Stafford, not exceeding the clear annual rent or value of ten pounds, from the payment of rates for the relief of the poor, the repairs of the highways, and the county and police and other parochial and local rates; and to authorize the rating and assessing, for the above-mentioned purposes, the landlords, owners, or proprietors of such houses, cottages, or tenements, buildings, and hereditaments, in lieu of the several occupiers thereof; and also to authorize the rating and assessing the landlords, owners, or proprietors of all houses, cottages, or tenements, buildings, and hereditaments within the town of Wolverhampton, in the said county of Stafford, and not exceeding the annual value hereinbefore mentioned, to the payment of certain rates authorized to be levied and collected under the powers and provisions of an Act, made and passed in the fifty-fourth year of the reign of His late Majesty King George the Third, intituled "An Act for improving the town of Wolverhampton, in the county of Stafford, and for removing and regulating the markets in the said town," in lieu of the several persons who rent or occupy the same, and for repealing, or for altering, amending, extending, and rendering more effectual such of the powers and provisions of the said Act as relate to such last-mentioned rates.

And it is further intended, in and by the said Act, to take power to alter, increase, or reduce all or any of the existing rates or assessments in respect of the before-mentioned houses, cottages, tenements, buildings, and hereditaments, and for compounding with the landlords, owners, or proprietors thereof, and for conferring, varying, or extinguishing exemptions from the payments of rates, and other rights and privileges.—Dated this second day of November 1846.

Thomas Bolton, Solicitor, Wolverhampton.
Joseph Parkes, Parliamentary Agent,
21, Great George-street, Westminster.

Sheffield Markets.

Improvement and Alteration and Amendment of Act.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill for altering, enlarging, reviving, extending, and amending the powers and provisions of an Act passed in the session of Parliament held in the seventh and eighth years of the reign of His late Majesty King George the Fourth, intituled "An Act for re-

moving the Corn, Hay, and Cattle Markets of the town of Sheffield, in the west riding of the county of York, for erecting a Corn Exchange, and improving the market-places, and regulating the fairs and markets of the said town, and erecting a bridge there over the river Dun;" or for repealing the said Act, and making other and more effectual provisions in lieu thereof; and for enlarging, altering, improving, and regulating the existing markets, and market-places in the said town or some of them, and for establishing and erecting new and additional markets and market-places, adjoining or near thereto, between Castle Folds and Dixon-lane, and between Exchange-street and Broad-street, in the parish and town of Sheffield, together with all proper and necessary stalls, standings, weighing-machines, shops, buildings, avenues, and approaches connected therewith.

And notice is hereby further given, that it is intended to apply for powers in the said Bill to regulate the fairs in the said town, and to stop up, abandon, and relinquish, as a market, the plot or space of ground lying between King-street, and Castle-street in Sheffield aforesaid, together with the pieces of ground now used for the sale of marketable commodities, and situate on the east and west sides of market-street, in the said parish, and to sell, lease, or otherwise dispose thereof respectively.

And notice is hereby further given, that it is the intention of the Most Noble Henry Charles Duke of Norfolk, the party applying for leave to bring in the said Bill, to apply for powers for the compulsory purchase of lands and houses in the township and parish of Sheffield for the purposes of the said undertaking, and to sell or lease such undertaking, and to vary or extinguish all rights and privileges which would in any manner interfere with the objects of the said Bill, and also to apply for powers to raise money by mortgage or otherwise, and to levy tolls, rents, rates, stallages, duties, and charges, for and in respect of the said fairs, markets, and market-places, and for altering the existing tolls, rents, rates, pickage, stallage, duties, and charges, and to confer, vary, and extinguish exemptions from the payment of tolls, rents, rates, pickage, stallage, duties, and charges, and other rights and privileges.—Dated this twenty-fourth day of October 1846.

W. and B. Wake, Solicitors, Sheffield.

NOTICE is hereby given, that an application will be made in the ensuing session of Parliament, for leave to bring in a Bill to incorporate the Agriculturist Cattle Insurance Company; and that in such Bill powers will be applied for to enable the said company to sue and be sued, and also to effect insurances on human life, and against fire, in agricultural towns and districts, pursuant to the provisions contained in the registered deed of settlement of the said company.—Dated this third day of November 1846.

Eastern Union and Hadleigh Junction Railway.

Sale to the Eastern Union Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for an Act to alter, amend, and enlarge some of the powers and provisions of the Eastern Union and Hadleigh Junction Railway Act, 1846. And by the said Act it is intended to enable the Eastern Union and Hadleigh Junction Railway Company to sell and transfer, and the Eastern Union Railway Company to purchase and take, the said Eastern Union and Hadleigh Junction Railway, and all the rights, powers, interests, and privileges of the first-named company in relation thereto. And it is further intended by such Act to vary or extinguish all rights, powers, or privileges which might impede or interfere with the objects aforesaid. And it is intended by such Act to alter, amend, extend, and enlarge, for the purposes aforesaid, the powers and provisions of an Act, passed in the session of Parliament held in the seventh and eighth years of Her present Majesty's reign, intituled "An Act for making a railway from Colchester to Ipswich," and of two other Acts, passed respectively in the two subsequent sessions of Parliament, for amending and enlarging the powers granted to the said Eastern Union Railway Company, and to enable the said Eastern Union Railway Company to increase their capital for the purpose of such purchase.—Dated this 2d day of November 1846.

*Few & Company, Covent-garden.
George Josselyn, Ipswich.*

*W. O. & W. Hunt,
10, Whitehall.
Rixon & Son,
11, King William-street.*

Cleveland-square, Saint James, Westminster,
Improvement.

NOTICE is hereby given, that application will be made to Parliament in the next session, for an Act to empower the devisees of the Most Noble Francis Duke of Bridgewater, deceased, to appropriate and take and use for building or other purposes, a certain portion of the court or square called Cleveland-court or Cleveland-square, in the parish of Saint James, within the liberty of Westminster, on the north side thereof, containing in length, from east to west, sixty-five feet or thereabouts, and in breadth, from north to south, eighteen feet or thereabouts, as the same is more particularly described and delineated in a plan that will, on or before the thirtieth of November instant, be deposited, for public inspection, with the Clerk of the Peace for the said county of Middlesex, at the Sessions-house, Clerkenwell-green, and also with the parish clerk of the said parish of St. James, Westminster; and to vest such portion of the said court or square, so to be appropriated and taken and used as aforesaid, in the said devisees of the said Duke of Bridgewater, their heirs and assigns, for ever freed and discharged from all rights of way and other rights and easements into, in, or over the same, in

exchange for certain new streets lately formed by the said devisees into the said square, and a certain further addition, proposed to be made by the said devisees to the said square, for widening and enlarging the same and improving the several approaches thereto.

Dated this second day of November 1846.

*Gatty and Turner,
Solicitors, 1, Red-lion-square, London.*

Drainage of Crowland and Cowbit Washes, and other Lands.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for leave to bring in a Bill, and to obtain an Act, for widening, enlarging, deepening, embanking, and otherwise improving the several drains which have been and were made in and through the washes or low lands respectively called Crowland High Wash, Crowland Low Wash, and Crowland Fodder lots Deeping fen Wash, and Cowbit Wash, within the several parishes of Crowland, Spalding, and Pinchbeck, the hamlets of Cowbit and Peakhill, in the said parish of Spalding, and the extra-parochial place or lands called Deeping fen or Deeping feu Welland Washes, in the county of Lincoln; and particularly for deepening and widening the present main-drain from a place called the Locks or Locks Mill, in Spalding aforesaid, to its terminus at the upper end of Crowland High Wash, in the parish of Crowland aforesaid; which main-drain passes through or into, or adjoins, the several parishes, hamlets, and extra-parochial place or lands aforesaid; and also for extending the said main-drain by making a new cut to commence at the western end of the said main-drain, at the upper end of Crowland High Wash aforesaid, and thence to be carried through lands in Crowland aforesaid, and in the parishes of Newborough and Maxey, and extra-parochial lands adjoining the Bedford Level Corporation Bank, in the county of Northampton, and Deeping Saint James, in the county of Lincoln, or some of them, in a westward direction to, and to terminate at and join, the south bank of the outlet of the water of the Folly River or drain into the River Welland, in Newborough aforesaid.

And notice is hereby also given, that it is intended, by such Bill and Act, to obtain powers for comprising and including within the drainage thereby to be provided for, and as parcel of the level, certain extra-parochial lands called Deeping fen Wash lauds, lying between Crowland Fodderlots and Cowbit Wash, also certain lands in the parish of Newborough aforesaid, or extra-parochial, belonging, or reputed to belong, to the corporation of the Bedford Level, Sir Culling Eardley Smith, Baronet, John Molecey Twigge Molecey, Robert Vergette, William Allitt, John Griffin, and James Wirt Hastings, and lying between the bank of the north Level (parcel of the Great Bedford Level) and the river Welland, also about two acres of land belonging, or reputed to belong, to John Molecey.

Twigge Molecey and William Alfitt, in the parish of Maxey, in the county of Northampton, and about twenty-four acres of land, called Wash Land, in the parish of Deeping Saint James, in the county of Lincoln, belonging, or reputed to belong, to Sir Culling Eardley Smith, Baronet, and John Williams.

And further notice is hereby given, that it is also intended to apply for, and by the said intended Act to obtain powers to alter, enlarge, heighten, reinstate, restore, make, form, build, and execute all such sluices, tunnels, stanches, bridges, banks, drains, and other works as may be deemed requisite or expedient for the better drainage of the said washes and other lands, or any parts thereof; and also to impose, charge, and levy annual taxes or rates, and taxes and rates in gross (either in addition to, or distinct from, all existing taxes or rates imposed by any former Act or Acts relating to the drainage of the several lands before mentioned) upon the several washes, fodderlots, and other lands hereinbefore respectively mentioned or particularly referred to, or upon the owners or occupiers of such washes, fodderlots, and other lands respectively, for the purpose of defraying the expenses of obtaining and executing the said Act, and of building, making, enlarging, or restoring, and hereafter maintaining all such sluices, tunnels, stanches, bridges, banks, drains, and other works as may be requisite and necessary for more effectually draining the said several washes, fodderlots, and other lands, and discharging the water therefrom into the river Welland, at or near to the said place called the Locks; and also to apply for and obtain powers for borrowing or raising money, on the credit of such new or additional taxes or rates, either wholly or partly alone or jointly with the several annual taxes and rates to which the said several washes, fodderlots, and other lands respectively, or any of them, are now subject, for more speedily effecting the purposes aforesaid; and also powers for the compulsory purchase of all such lands, tenements, and hereditaments as may be wanted for the purpose of effecting the several works, matters, and things hereinbefore mentioned, specified, or referred to.

And notice is hereby further given, that a plan and section and duplicate thereof, describing the line or situation of the intended works, and the lands in or through which the works are to be made, maintained, varied, extended, or enlarged, together with a book of reference, containing the names of the owners and lessees, or reputed owners and lessees, and occupiers of such lands respectively, together with a duplicate of such plan and section and book of reference, will, on or before the thirtieth day of November instant, be deposited, for public inspection, at the office, in Spalding aforesaid; of the Clerk of the Peace for the parts of Holland, in the county of Lincoln; and at the office, in Sleaford, in the said county of Lincoln; of the Clerk of the Peace for the parts of Kesteven in the said county of Lincoln; and at the office, in the city of Peterborough, of the Clerk of the Peace for the liberty or soke of Peterborough; and at the office, in the town of Northampton, of the

Clerk of the Peace for the county of Northampton; and that a copy of so much of the said plan and section as relates to each of the said parishes of Crowland, Spalding, Pinchbeck, Newborough, Deeping Saint James, and Maxey, respectively, and hamlets of Cowbit and Peakhill, in the parish of Spalding aforesaid, and extra-parochial lands respectively, together with a book of reference thereto, will, on or before the thirtieth day of November instant, be deposited with the parish clerk of each such parish, and also with the Clerk of the Church or Chapel of Cowbit aforesaid, and with the person officiating as Clerk at the Church in the extra-parochial district of Deeping Fen, at the house or residence of each such clerk respectively.

And notice is hereby also given, that, for effectuating the several works and purposes aforesaid, and, so far only as may be therefore necessary or expedient, it is intended by such Bill and Act to alter, repeal, or amend and enlarge the powers and provisions of the several Acts of Parliament hereinafter specified and mentioned, that is to say; An Act, passed in the forty-first year of the reign of King George the Third, entitled "An Act for draining, dividing, allotting, and inclosing Deeping, Langtoft, Baston, Spalding, Pinchbeck, and Cowbit Commons within the parts of Kesteven and Holland in the county of Lincoln; and also for draining Crowland-common or Goggushland, certain lands and grounds in the parish of Bourn and Thurlby adjoining or lying contiguous to the north bank of the river Glen, and certain inclosed lands in Deeping Fen, and in the parishes of Spalding and Pinchbeck adjoining to the said commons, and lying between the rivers Glen and Welland; and also for rendering more effectual several Acts of Parliament heretofore passed for draining and preserving the several lands, grounds, and commons hereinbefore mentioned or certain parts thereof;" an Act, also passed in the said forty-first year of King George the Third entitled, "An Act for draining, dividing, allotting, and inclosing a common called Crowland-common or Goggushland, and certain open half year's meadow, commonable, and waste grounds called the washes and fodderlots in, adjoining, or near the township of Crowland, in the county of Lincoln;" an Act passed in the fifty-second year of King George the Third, to amend and render more effectual the said lastly recited Act; and an Act, passed in the session of Parliament held in the eleventh year of the reign of King George the Fourth and first year of King William the Fourth entitled "An Act for improving the drainage of the lands lying in the North Level part of the Great Level of the fens called Bedford Level, and in Great Port-sand, in the manor of Crowland, and for providing a navigation between Clows Cross and the Nene Out-fall Cut; and such other Acts in continuation, amendment, or alteration of any of the hereinbefore severally specified Acts, and other Acts relating to, or affecting, any of the lands and works hereinbefore mentioned, so far as the powers and provisions thereof respectively apply or relate to the drainage of the aforesaid lands called Crowland

Wash and fodderlots, and the aforesaid lands called Cowbit Wash, and the aforesaid lands called Deeping Fen Welland Washes, and the said wash lands in Newborough Deeping Saint James and Maxey aforesaid, or extra-parochial, or any of them respectively.—Dated this second November 1846.

Cha. Bonner and Son, Spalding, } Solicitors.
James Torlington, junr. Crowland, }

Leeds Central Railway Station.

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 Leeds, Dewsbury, and Manchester Railway Company, the Leeds and Thirsk Railway Company, the Manchester and Leeds Railway Company, and the Great Northern Railway Company, or some of them, to provide a united railway station or stations, for passengers and goods, with all proper works, approaches, and conveniences connected therewith, between the north-east side of the river Aire, to the north of Monk Bridge, and the south-west side of the Mixed Cloth Hall, in the town of Leeds, in the borough of Leeds, in the west riding of the county of York; all which proposed stations, works, conveniences, and approaches will be situate within the township of Leeds, in the parish and borough of Leeds, in the west riding of the county of York.

And it is also intended, by such Act or Acts, to take power to stop up, alter, or divert, whether temporarily or permanently, all streets, turnpike and other roads and highways, railways, tramways, aqueducts, canals, streams, and rivers, within the said township of Leeds, 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, houses, and property proposed to be purchased or taken for the purposes of the said undertaking, or which would in any manner impede or interfere with the construction, maintenance, or use thereof, and to confer other rights and privileges.

And it is also intended, by such Act or Acts, to enable the said several companies, or any of them, to exercise all or any of the powers which they, or any of them, now possess for the purchase of lands and houses, and to purchase other lands and houses, by compulsion or agreement, for the purposes aforesaid; and also to enable the said several companies, and each and every or any of them, to levy tolls, rates, and duties in respect of the use of the said intended station or stations, and to grant certain exemptions from such tolls, rates, and duties.

And it is further proposed, by the said intended Act or Acts, to enable the said several companies, and each and every of them, to contribute, either out of any funds now in their hands, or which they may now have power to raise, or by the creation of new capital, towards the formation of

the said station or stations and works; and to alter, amend, extend, and enlarge, so far as may be necessary for the several purposes aforesaid, the powers and provisions of the several Acts following, or some of them, that is to say, "The Leeds, Dewsbury, and Manchester Railway Act, 1845," "The Leeds, Dewsbury, and Manchester Deviations and Branches Railway Act, 1846," "The Leeds and Thirsk Railway Act, 1845," "The Leeds and Hartlepool Railway Act, 1846," "The Leeds and Thirsk Railway (Knaresborough Extension) Act, 1846," "The Leeds and Thirsk (Saint Helen's Branch Deviation) Railway Act, 1846," "The Manchester and Leeds Railway Act, 1836," "The Manchester and Leeds Railway Act, 1837," "The Manchester and Leeds Railway Act, 1839," "The Manchester and Leeds Railway Act, 1841," "The Manchester and Leeds Railway Act, 1844," "The Manchester and Leeds Railway Act (No. 1), 1845," "The Manchester and Leeds Railway Act (No. 2), 1845," "The Manchester and Leeds Railway Act, 1846," "The Ashton, Staleybridge, and Liverpool Junction Railway Act, 1844," "The Ashton, Staleybridge, and Liverpool Junction Railway Act, 1845;" the several Acts following, passed respectively in the tenth year of the reign of Her present Majesty, intituled, respectively, "An Act to incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway Company," "An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company," "An Act to incorporate the Company of Proprietors of the Manchester, Bolton, and Bury Canal Navigation and Railway with the Manchester and Leeds Railway Company," and "An Act for vesting in the Grand Junction Railway Company and the Manchester and Leeds Railway Company the North Union Railway, and all the works, property, and effects appertaining thereto," "The Wakefield, Pontefract, and Goole Railway Act, 1845," "The Wakefield, Pontefract, and Goole Railway Branches Act, 1846," "The Wakefield, Pontefract, and Goole Railway, and Port of Goole Act, 1846," and the "West Riding Union Railways Act, 1846," "The Great Northern Railway Act, 1845," (passed in 1846), and "The Stamford and Spalding Railway Act, 1846."

And notice is hereby further given, that maps or plans and sections of the said intended stations and works and approaches, and of the lands and property proposed to be taken for the purposes thereof, together with books of reference to such plans, containing the names of the reputed owners, lessees, and occupiers of such lands, will be deposited, on or before the 30th day of November, in the present year, with the Clerk of the Peace for the west riding of the county of York, at his office in Wakefield, and also with the parish clerk of the parish of Leeds, at his residence.

Dated this 3d day of November 1846.

Atkinson, Dibb, and Bolland, Leeds, } Solicitors.
Payne, Eddison, and Ford, Leeds, }
Darbishire and Lewis, Manchester, }
Baxter, Rose, and Norton, London, }

Shipley Gas Light Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the ensuing session, for leave to bring in a Bill to incorporate a company, and to give to such company power to light with gas the township of Shipley, within the parish of Bradford, and the village of Windhill and the neighbourhood thereof, within the township of Idle, within the parish of Calverley, all in the west riding of the county of York; and also to make and levy rates, rents, or charges for the furnishing of such light, and generally to exercise such powers, rights, and privileges, for effecting the purposes aforesaid, as may be granted to them for that purpose.—Dated this second day of November 1846.

Charles Clough, Solicitor, Bradford.

Scottish Equitable Life Assurance Society.

NOTICE is hereby given, that it is intended to apply to Parliament in the ensuing session, for leave to bring in a Bill to confer on the Scottish Equitable Life Assurance Society certain privileges of a corporate body, or to incorporate the Scottish Equitable Life Assurance Society, and to enable the said Society to sue and be sued, and to hold and transfer property, heritable and moveable, real and personal, in the name of the said Society, or in the name of the manager or other officer of the said Society, with three or more of the directors thereof; to alter and to amend the deed of constitution, and the laws, bye-laws, rules, and regulations of the said Society, and so far as necessary to confirm the same; to enlarge and amend the powers given to the said Society by royal charters, dated 27th January 1838, and 30th January 1846; and to confer further and other powers and privileges upon the said Society and the directors thereof.—Dated this 3d day of November 1846.

Chas. Lever, King's-road, Bedford-row, London; *J. A. Campbell*, Albyn-place, Edinburgh.

Scottish Union Insurance Company.

NOTICE is hereby given, that the Scottish Union Insurance Company, carrying on the business of fire and life insurance, intend to apply to Parliament in the ensuing session, for leave to bring in a Bill to incorporate the said company, and to authorise the said company to sue and be sued, and to enable the said company to hold and transfer property, heritable and moveable, real and personal, in the name of the said company, or in the name of three or more directors thereof, or in the name of the manager or other officer of the said company; and to alter, enlarge, and amend the powers and provisions contained in the royal charter in favour of the said company, dated the twenty-first day of March 1833, and sealed the twenty-sixth day of June 1833, and in the contract of copartnership or deed of constitution of said company; and to alter and amend the rules, regulations, and bye-laws of said company; and so

far as necessary to confirm the powers and provisions contained in the said royal charter, and in the said contract of copartnership or deed of constitution, and the rules, regulations, and bye-laws of the said company, and to confer further and other powers, privileges, and exemptions upon the said company and upon the directors thereof.

Dated this thirtieth day of October 1846.

William Adam Gib and *Robert Ellis*,
Writers to the Signet, 4, Royal-terrace,
Edinburgh, Solicitors for the said Company.

Lancaster and Preston Junction Railway Act Amendment.

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, enlarge, and render more effectual the powers and provisions of the several Acts relating to the Lancaster and Preston Junction Railway, hereinafter mentioned, that is to say; an Act passed in the seventh year of the reign of His late Majesty King William the Fourth, intituled "An Act for making and maintaining a railway from the town of Lancaster to the town of Preston, in the county palatine of Lancaster;" an Act, passed in the third year of the reign of Her present Majesty, intituled "An Act to enable the Lancaster and Preston Junction Railway Company to raise a further sum of money, and to amend the Act relating to such railway;" and an Act, passed in the sixth year of the reign of Her said present Majesty, intituled "An Act to amend the Acts relating to the Lancaster and Preston Junction Railway."

And notice is hereby given, that it is intended by the said Bill to levy new tolls, rates, and duties upon, or in respect of, the said railway, and to alter the 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 it is also intended by the said Bill to provide for the election and appointment of Directors of, and a Clerk and Treasurer to, the said Lancaster and Preston Junction Railway Company, and to make other provisions in reference thereto.—Dated this twenty-second day of October 1846.

Robert Jackson, Solicitor.

Rochdale Canal.—Sale to Manchester and Leeds Railway Company.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to enable the company of proprietors of the Rochdale Canal to sell, dispose of, and absolutely make over, or to demise or lease, to the Manchester and Leeds Railway Company, the said Canal, and the tolls thereof, together with all the houses, lands, tenements, and hereditaments, reservoirs, wharfs, warehouses, goods, property, effects, rights, powers, privileges, debts,

liabilities, engagements, and undertakings of, or belonging to, the said company of proprietors, and to wind up the affairs thereof, and dissolve the said company of proprietors, and to enable the said Manchester and Leeds Railway Company to purchase, take, and hold the same, or any part or parts thereof, and to exercise all or any of the powers, rights, and privileges conferred upon the said company of proprietors, by the several Acts of Parliament, relating to the said Canal, or otherwise howsoever, but subject to the performance of all the obligations therein contained upon the said canal company, and to collect and receive rates, rents, tolls, and wharfages upon, or in respect of, the said canal, wharfs, warehouses, buildings, and works connected therewith, and to alter existing tolls and wharfages, and to confer, vary, or extinguish exemptions therefrom, and to vest the said canal, and the lands, grounds, and works thereof, and other the real and personal estate, rights, powers, and privileges of the said company of proprietors, absolutely in the said Manchester and Leeds Railway Company, and to vary, or extinguish all or any existing rights and privileges in any manner connected therewith, or with the lands, grounds, messuages, warehouses, buildings, wharfs, and other works, and to confer other rights and privileges in relation thereto; and generally to enable the said companies respectively to carry out such agreements and arrangements, for carrying the several objects aforesaid into effect, as may be considered expedient or necessary; and, for the purposes aforesaid, it is intended to alter, amend, and enlarge or repeal the provisions of the several Acts of Parliament following, relating to the said canal viz.; an Act, passed in the thirty-fourth year of the reign of His Majesty King George the Third, intituled "An Act for making and maintaining a navigable canal from the Calder Navigation, at or near Sowerby Bridge Wharf, in the parish of Halifax, in the west riding of the county of York, to join the canal of His Grace the Duke of Bridgewater, in the parish of Manchester, in the county palatine of Lancaster, and also certain cuts from the said intended canal."

Another Act, passed in the fortieth year of the said reign, intituled "An Act for better enabling the company of proprietors of the Rochdale Canal to raise money for completing the said canal, and to vary the line of the said canal, and to alter, explain, and amend the Act passed in the thirty-fourth year of the reign of His present Majesty, for making the said canal."

Another Act, passed in the forty-fourth year of the said reign, intituled "An Act for enabling the company of proprietors of the Rochdale Canal more effectually to provide for the discharge of their debts, and to complete the whole of the works, to be executed by them, in pursuance of the several Acts passed for making and maintaining the said canal."

Also another Act, passed in the forty-sixth year of the said reign, intituled "An Act for enabling the company of proprietors of the Rochdale Canal

more effectually to provide for the discharge of their debts, and to amend the several Acts passed for making and maintaining the said canal."

Another Act, passed in the forty-seventh year of the said reign, intituled "An Act to alter, amend, explain, and enlarge the powers of the several Acts passed for making and maintaining the Rochdale Canal Navigation;" and also to alter, vary, and amend the several Acts of Parliament, relating to the Manchester and Leeds Railway Company, viz., 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 Manchester, to Leeds;" also the Manchester and Leeds Railway Act, 1837; the Manchester and Leeds Railway Act, 1839; the Manchester and Leeds Railway Act, 1841; the Manchester and Leeds Railway Act, 1844; the Manchester and Leeds Railway Act, No 1, 1845; the Manchester and Leeds Railway Act, No. 2, 1845; the Manchester and Leeds Railway Act, 1846; also the Ashton, Stalybridge, and Liverpool Junction Railway Act, 1844; and the Ashton Stalybridge and Liverpool Junction Railway Act, 1845; also four several Acts, passed in the tenth year of the reign of Her present Majesty, intituled respectively "An Act to incorporate the Huddersfield and Sheffield Junction Railway Company with the Manchester and Leeds Railway Company;" "An Act to incorporate the Liverpool and Bury Railway Company with the Manchester and Leeds Railway Company;" "An Act to incorporate the company of proprietors of the Manchester, Bolton, and Bury Canal Navigation and railway with the Manchester and Leeds Railway Company;" and "An Act for vesting in the Grand Junction Railway Company, and the Manchester and Leeds Railway Company, the North Union Railway; and all the works, property, and effects appertaining thereto."—Dated this twenty-second day of October 1846.

John Hardman, Rochdale.
Darbishire and Lewis, Manchester. } Solicitors.

North Western Railway. Diversions at Skipton, Casterton, and Sidbergh.

NOTICE is hereby given, that application is intended to be made to Parliament in the next session, for an Act to alter, amend, extend, and enlarge, and to repeal some of the powers and provisions of "The North Western Railway Act, 1846," and of "The Morecambe Harbour and Railway Act, 1846," and to authorize the North Western Railway Company, incorporated by the said first-mentioned Act to make the following alterations and diversions in the main line of the North Western Railway, as authorized by the said Act (being the line of railway firstly described in the said Act), that is to say, one of such alterations or diversions to commence by a junction with the line of the Leeds and Bradford Extension Railway, and also with the Wharfedale Railway, at or near a field belonging to the Right Honourable the Earl of Thanet, and in the occupation of Joseph Myers, in the township of Skipton, otherwise Skipton in Craven, in the parish of Skipton, in the west riding

of the county of York, and to terminate by a junction with the line of the said North Western Railway, as authorized to be constructed in or near a field, numbered 1, in the parish of Broughton, in the said west riding of the county of York, on the plans of the said railway, referred to in the said first-mentioned Act, which said alteration or diversion will pass from, in, through, or into, or be situate within the said parishes, townships, and extra-parochial or other places following, or some of them, that is to say, Skipton, Skipton in Craven, Carlton, Broughton, Broughton-in-Airedale, Elslack, Broughton with Elslack, Kildwick, Sturton, Stretton, Sterton, Stirton Thorlby, Thorleby, Thorlby, Sterton with Thorlby, and Stirton with Thorlby, all in the said west riding of the county of York; another of such alterations, or diversions, to commence in or near a field, numbered 52, in the parish of Tunstall, in the county palatine of Lancaster, on the plans of the said railway, referred to in the said first-mentioned Act, and to terminate by a junction with the line of the said North Western Railway, as authorized to be constructed in or near a field, numbered 110, in the parish of Kirkby Lonsdale, in the county of Westmoreland on the said plans, which said last-mentioned alteration or diversion, 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, Tunstall Leek, High Leek, Low Leek, Burrow, High Burrow, Low Burrow, Over Burrow, Overtown, Overborough, and Burrow with Burrow, all in the county palatine of Lancaster, and Kirkby Lonsdale, Casterton, High Casterton, Low Casterton Barbon, Beckfoot and Barbon, Beckfoot, all in the county of Westmoreland; another of such alterations or diversions to commence by a junction with the line of the said North Western Railway, as authorized to be constructed at or near a field numbered 3, in the parish of Sedburgh, in the said west riding of the county of York, on the plans of the said railway, referred to in the said first-mentioned Act, and to terminate by a junction with the line of the Lancaster and Carlisle Railway, at or near Low Park otherwise Dillicar Low Park, in the parish of Kendal otherwise Kirkby Kendal otherwise Kirkby in Kendal, in the said county of Westmoreland, which said last mentioned alteration or diversion 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, Sedbergh, Marthwaite, Howgill, Upper Bland, Nether Bland, Howgill with Bland, Soobank, Frostrow, Frastrow, Cautley and Dowbiggin, all in the west riding of the county of York; and Kirkby Lonsdale, Middleton, Kendal, Kirkby Kendal, Kirkby in Kendal, Dillicar, Dillicar Smithy, Bretherdale, Borrowdale Langdale, Whinfell, Orton and Tebay, all in the said county of Westmoreland.

And it is also intended, by the said Act, to authorize the said North-Western Railway Company to abandon the formation of and to relinquish so much of the line of railway authorized by

their said Act as will become useless and unnecessary in consequence of the construction of the several alterations and diversions hereinbefore mentioned.

And it is also intended, by such Act, 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 alterations and diversions, or any of them.

And it is further proposed by the said Act, to authorize the said North Western Railway Company to levy tolls, rates, and duties, in respect of the said intended new, or altered, or diverted lines of railway before mentioned, and to grant exemptions from the payment thereof, and also to purchase and take by compulsion or otherwise, lands, houses, and other buildings, for the purposes aforesaid, or some of them; and to vary or extinguish all existing rights or privileges connected with such lands, houses, and other buildings, or which would in any manner impede or interfere with the execution of the purposes aforesaid, and to confer other rights and privileges.

And notice is hereby also given, that maps, plans, and sections of the said intended alterations or diversions, and of the lands proposed to be taken for the purposes thereof, together with a book 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 west riding of the county of York, at his office in Wakefield; 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 county of Westmoreland, at his office in Appleby; 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 intended works will pass and be made, will on or before the said thirtieth day of November, be deposited, for public inspection, with the parish clerks of those parishes, at their respective places of abode.—Dated this third day of November 1846.

Worthington, Earle, and Berry, Manchester; John Sharp, Lancaster.

Nottingham Freeman's Allotments.

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 four several Acts, one passed in the second and third years of the reign of Her Majesty Queen Victoria, intituled "An Act for inclosing, allotting, and improving certain open fields in the parish of St. Mary, in the town and county of the town of Nottingham;" another Act, passed in the third year of the reign of Her said

Majesty, intituled "An Act for inclosing certain lands, called the West Croft, and Burton Leys, in the parish of Saint Mary, in the town and county of the town of Nottingham;" another Act, passed in the eighth year of the reign of Her said Majesty, intituled "An Act for altering and amending an Act, passed in the third year of the reign of Her present Majesty, for inclosing certain lands in the town and county of the town of Nottingham;" and another Act, passed in the eighth and ninth years of the reign of Her said present Majesty, intituled "An Act for inclosing lands in the parish of Saint Mary, in the town and county of the town of Nottingham;" and to repeal so much of the said Acts, some or one of them, as relate to the regulation and management of the allotments made, or to be made, to the freemen of the said town and county of the town of Nottingham, under the said Acts, some or one of them, and to make other provisions in lieu thereof, and for vesting the property and estates of the said freemen in trustees for their benefit, with all necessary powers and provisions for the purposes aforesaid.—Dated this fifth day of November one thousand eight hundred and forty-six.

Samuel Parsons, Solicitor.

Bristol Port and Harbour.

For enabling the Mayor, Aldermen, and Burgesses of the City of Bristol, or some other person or persons to purchase the property, rights, and interests, together with the powers, authorities, and privileges of the Bristol Dock Company, and certain property, rights, and interests, powers, authorities, and privileges of the Society of Merchant Venturers, of, or in the said City, and to reduce, alter, or abolish the several charges, rates, dues, and imposts of the Port and Harbour of 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 to alter, amend, or enlarge the powers and provisions of an Act passed in the sixteenth year of the reign of His Majesty King George the Third, intituled "An Act to remove the danger of fire amongst the ships in the Port of Bristol, by preventing the landing of certain commodities on the present quays, and for providing a convenient quay and proper places for landing and storing the same, and for regulating the said quay and the lighters, boats, and other vessels carrying goods for hire within the said Port of Bristol, and for other purposes therein mentioned;" also of an Act passed in the twenty-eighth year of the reign of his said Majesty, intituled "An Act for removing and preventing encroachments, obstructions, annoyances, and other nuisances within the city of Bristol, and the liberties thereof, and for licensing and better regulating hackney coaches, chairs, waggons, carts, and other carriages, and the owners, drivers, and carriers thereof respectively, and porters and other persons within and for certain distances round the said city and liberties, and for better regulating the shipping and trade,

and the rivers, wharfs, backs, and quays, and the markets within the same city and liberties, and for other purposes;" and also of an Act passed in the forty-third year of the reign of his said Majesty, intituled "An Act for improving and rendering more commodious the port and harbour of Bristol;" and also of an Act passed in the forty-sixth year of the reign of his said Majesty, intituled "An Act to alter and amend an Act passed in the forty-third year of his present Majesty," intituled "An Act for improving and rendering more commodious the port and harbour of Bristol, and for extending the powers and provisions of the said Act," and also of an Act passed in the forty-seventh year of the reign of his said Majesty, intituled "An Act for ascertaining and establishing the rates of wharfage, cannage, plankage, anchorage, and moorage, to be received at the lawful quays in the port of Bristol; for the regulation of the crane-keepers in the said port, and for the better regulation of pilots and pilotage of vessels navigating the Bristol Channel," and also of an Act passed in the forty-eighth year of the reign of his said Majesty, intituled "An Act for completing the improvement of the port of Bristol," and also of an Act passed in the forty-ninth year of the reign of his said Majesty, intituled "An Act to enable the Bristol Dock Company to borrow a further sum of money for completing the improvements of the port and harbour of Bristol," and also of an Act passed in the third year of the reign of his Majesty King George the Fourth, intituled "An Act to alter, amend, and explain the several Acts passed for improving and rendering more commodious the port and harbour of Bristol," and also of another Act passed in the third year of the reign of his said Majesty King George the Fourth, intituled, "An Act for the employment, maintenance, and regulation of the poor of the city of Bristol, and for altering the mode of assessing the rates for the relief of the poor, and certain rates authorized to be raised and levied within the said city by certain Acts for improving the harbour there, and for paving, pitching, cleansing, and lighting the same city, and for the relief of the churchwardens and overseers from the collecting of such rates, and for amending the Act for paving, pitching, cleansing, and lighting the said city," and also of an Act passed in the sixth year of the reign of his said Majesty King George the Fourth, intituled, "An Act to enable the mayor, burgesses, and commonalty of the city of Bristol, to reduce, alter, modify, and regulate certain dues called 'Town dues,' and 'Mayor's dues,' and for the charging and collecting thereof," and also of an Act passed in the fifth and sixth years of the reign of his Majesty King William the Fourth, intituled, "An Act to provide for the regulation of municipal corporations in England and Wales," and also of an Act passed in the first year of the reign of Her Majesty Queen Victoria, intituled, "An Act for removing and preventing encroachments within the city and county of Bristol, and for better regulating the shipping, rivers, wharfs, backs, and quays, and the markets within the same, and for other purposes," and also of an Act passed in the

said first year of the reign of Her Majesty Queen Victoria, intituled, "An Act for the better assessing and collecting certain parochial and other rates within the city and county of Bristol," and also of an Act passed in the ninth and tenth years of the reign of Her Majesty Queen Victoria, intituled, "An Act for constructing a pier at Portbury, in the county of Somerset, and for making a railway from the same to the city of Bristol, with a branch railway connected therewith," or some of the powers and provisions of the said several Acts, or some of them, or to repeal the powers and provisions of the said several Acts, or some of them, and grant other or more effectual powers, and make other or more effectual provisions instead thereof, and in which Bill or Bills provision is intended to be made and powers given to enable the mayor, aldermen, and burgesses of the city of Bristol, or such other person or persons as shall be named in the said Bill or Bills, to purchase of or from the Bristol Dock Company, and also of or from the Society of Merchant Venturers of or in the city of Bristol, the property, rights, and interests, together with the powers, authorities, and privileges of or possessed by the said Company and Society respectively, under or by virtue of the said recited Acts, or any of them, and for the transfer of the said property, rights, and interests, powers, authorities, and privileges to the said mayor, aldermen, and burgesses, or such other person or persons as aforesaid, and to enable the said mayor, aldermen, and burgesses, or such other person or persons as aforesaid, to reduce, alter, or abolish the rates, tolls, and duties, or any of them, in and by the said recited Acts, or any of them, mentioned or specified, or authorized and empowered to be raised, levied, or collected, and to raise, levy, and collect, other rates, tolls, duties, or funds in lieu thereof, or in addition thereto, and to apply the produce of the same in aid of the borough fund and rate of the said city and county, or of such other rate or fund as may be provided by the said Bill or Bills, to be raised for carrying into effect the purposes thereof, and to charge upon the said borough fund, or rate, or other rate or fund to be provided as aforesaid, the payment of the debt of the port of Bristol, or of the principal interest and other moneys raised and made payable, under or by virtue of the said several Acts, or any or either of them. and in which said Bill or Bills provision is also intended to be made for the payment of the expenses of and incident to the preparation of the said Bill or Bills, and the said application to Par-

liament and consequent thereupon, and of carrying into effect the powers and provisions to be contained in the said Bill or Bills, or which may be incident thereto, by and out of the borough-fund and rate of the said city and county, or such other rate or fund to be provided as aforesaid.

Dated the fourth day of November 1846.

The Liverpool Gas Light Company's Acts
Amendment, and for raising a further
Sum of Money.

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, or to repeal the powers and provisions of an Act, passed in the fifty-eighth year of the reign of King George the Third, intituled "An Act for lighting with gas the port and town of Liverpool, and township of Toxteth Park, in the county of Lancaster," and of another Act, passed in the session of Parliament held in the fourth and fifth years of the reign of Her present Majesty, intituled "An Act to alter, amend, and enlarge the powers and provisions of an Act for lighting with gas the port and town of Liverpool, and township of Toxteth Park, in the county of Lancaster, and for lighting with gas the several townships of West Derby, Everton, Kirkdale, Walton on the Hill, Bootle cum Linacre, Litherland, Great Crosby, Wavertree, and Garston, in the county of Lancaster."

And particularly it is intended to insert in the said Bill provisions, enabling the said company to raise a further sum of money, and to increase their present capital by the creation of new shares, or by such other means as may be deemed expedient, and also to raise money on loan or mortgage, for the purposes of the undertaking; and to alter the contingent or reserved fund authorized to be created by the said last-mentioned Act, and to alter the provisions of such Act, as to the recovery of debts due to the company; and to enable the company more effectually to prevent the fraudulent consumption of gas, and also to make, furnish, and distrain for gas-fittings and apparatus, together with such other powers for altering the time of the general annual meeting, and for regulating the affairs of the said company as may be expedient, or as are usual in similar cases.—Dated this fifth day of November 1846.

Carson and Ellis, Liverpool, Solicitors
to the said Company.

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